





# Patterson Named NER Commander

MAXWELL AFB, Ala.—Col. William M. Patterson, formerly commander of the Maryland Wg. of Civil Air Patrol, has been appointed commander of the Middle East Region, effective Dec. 30, 1968. He succeeds Col. Stanhope Lineberry in this post.

Colonel Patterson has been a member of CAP since 1952. He has served as commander of the Parkville Comp. Sq. in the Maryland Wg., as wing executive officer, operations officer, and air inspector, in addition to serving as commander.

In his service with CAP, he has attended a number of encampments and holds the Red Service Ribbon, White Service Ribbon, Air Search and Rescue Ribbon with two clasps, Blue Service Ribbon, and Meritorious Service Award.

In addition he served as an escort officer for IACE and was one of the original pilots in Operation Moonwatch.

Colonel Patterson is a member of a number of civic and fraternal organizations, among them being the Baltimore Chamber of Commerce, Rotary, Masons, Shrine, Aircraft Owners and Pilots Association, Baltimore Aero Club, Pocket Testament League, and Association of Building Contractors.

## O'Gara Commands North Dakota Wing

MAXWELL AFB, Ala.—Lt. Col. John H. O'Gara has been appointed commander of the South Dakota Wg. of Civil Air Patrol. He succeeds Col. Charles C. Doughty.

The appointment was effective Jan. 1.

## Alumni

(Continued From Page 1)

special alumni/veterans association publication will be developed to complement the Civil Air Patrol News which association members will receive each month. The National Commander has indicated that he desires to see the association concept take root as a vital adjunct to the Civil Air Patrol.

National membership dues will be the same as for all other CAP senior members with the funds raised going directly into flying, academic, and other scholarships. As presently planned, the members of the association will be asked to promote and manage national-level foundations, bequests, gifts, and other special funds to increase the capital resources and facilities of the Corporation.

All members are urged to contact former members with information about this new association and invite them to join. All persons have been urged to provide this headquarters (CPPC) with the names and addresses of these individuals.

Similarly, the National Commander is anxious to choose the right name for this association, and he urges each of you to write your editor and tell him your preference.

He is president of Patterson Corporation and of McEwan Wilson.

In 1958 he was selected as Outstanding Young Man of the Year and received the Distinguished Service Award from the Baltimore Junior Chamber of Commerce.

Colonel Patterson is a veteran of World War II and of the Korean conflict and holds the Air Medal with two Oak Leaf Clusters.

He is married and the father of four children.



COL. WILLIAM M. PATTERSON



GOVERNOR HONORED—Maj. Gen. Walter B. Putnam, national commander of Civil Air Patrol, presents pen and pencil set to Oklahoma Gov. Dewey F. Bartlett on recent trip to that state. The governor was named an Honorary Member of CAP by General Putnam.

## Oklahoma Visit

(Continued From Page 1)

School where the general presented the Gen. Billy Mitchell Award to Cadet Joe Parsons, 15-year-old sophomore.

Before a student assembly of more than 1,000, General Putnam heaped praise on young Parsons for his unrelenting efforts in laying the groundwork for the establishment of Sapulpa's first CAP squadron. Parsons, son of Mrs. Vera Thompson of Sapulpa, has been commuting back and forth to the Tulsa Comp. Sq. where his academic achievements have earned him the Mitchell honor.

In addition, General Putnam presented the aerospace-minded teen-ager with an engraved pen and pencil set and called him a "leader of tomorrow in aerospace."

The general was interviewed for five television shows, three radio programs and talked with

five representatives of Tulsa and Oklahoma City newspapers during his visit.

Lt. Col. Jim Williams, operations and plans officer for the wing, handled arrangements in Tulsa while TSgt. Robert D. Sanders, wing liaison NCO, assisted in lining up interviews with news media representatives in the Oklahoma City area.

## Mrs. Pigman Donates Scholarship

(Continued From Page 1)

Matzko hopes to begin school this May.

Matzko, a cadet colonel in the Delaware Valley Comp. Sq., a unit of CAP's New Jersey Wg., is a graduate of Notre Dame High School of Trenton, N.J., and is presently a senior at Villanova (Pa.) University.

A member of CAP since 1962, he is holder of the Spaatz Award and has been very active in CAP and in high school and college organizations.

Matzko is the son of Mrs. Maryann Matzko of Trenton, N.J.

In order to apply for the scholarship, it was necessary for CAP cadets to hold a private pilot license, hold the Gen. Billy Mitchell Award, plan a career in commercial aviation, and need financial assistance.

A committee at National Headquarters of CAP made the final selection, basing its choice on such criteria as need,

academics, FAA written examination results, and leadership abilities.

General Putnam flew to Ardmore for the ceremony and was met on arrival by members of the Ardmore Comp. Sq. Following an inspection tour, the general joined Mrs. Pigman, Reed Pigman Jr., and other company, civic and FAA officials for a luncheon.

Among the guests attending the award ceremony were Mayor Scott King of Ardmore; Col. Claude Chambers, Southwest Region commander; Col. Joseph F. Mistrot, Southwest Region liaison officer; Lt. Col. Johnnie Boyd, Oklahoma Wg. executive officer; TSgt. Robert Sanders, Oklahoma Wg. LO-NCO; as well as various representatives of American Flyers, Inc., the FAA, members of the press, local CAP officials and members, and students currently enrolled at American Flyers.

# Overstreet Ends 28-Year Career

MAXWELL AFB, Ala.—A retirement ceremony here honoring Col. Charles S. Overstreet Jr. has climaxed a military career that was launched from Texas more than 28 years ago when the then fledgling flier received his pilot's wings and commission.

In the Maxwell ceremony presided over by Maj. Gen. Walter B. Putnam, national commander, Colonel Overstreet, deputy commander since May 1968, was lauded for his achievements since first joining the national staff in 1966. At that time Colonel Overstreet became chief of staff with headquarters at Ellington AFB, Tex.

Following his retirement on Jan. 31, it was learned that Colonel Overstreet would join Ag Aviation Academy at Stead/Reno Airport, near Reno, Nev. That firm recently announced plans for its expansion into a nation-wide system of aviation schools. Ag Aviation presently operates from Stead with sundry aviation oriented courses.

Born and raised in Brewton, Ala., Colonel Overstreet went on to become a 1938 graduate of the University of Alabama at Tuscaloosa. He later joined the Army Air Corps, and under the aviation cadet program earned his wings and commission in 1941.

Through the next 28 years, the native Alabamian was to hold prominent positions at various levels of command, including the command of Yokota Air Base, Japan; the Third Bomb Wing, that base's primary operational unit. Colonel Overstreet also has served as deputy commander of the 3535th Navigator Training Wing at Mather AFB, Calif. At one time he was inspector general for Headquarters Fifth Air Force at Fuchu Air Station, Japan.



Overstreet

From 1952-53 Colonel Overstreet was a B-29 Superfortress pilot, logging 252 combat hours in missions over North Korea. His actions during that conflict earned him the Distinguished Flying Cross and one oak leaf cluster.

A 1960 graduate of the Air War College at Maxwell, Colonel Overstreet returned from Japan in 1966 and assumed the chief of staff post at national headquarters. He held that post until replacing Col. Allen F. Hertzberger as deputy commander in May 1968. Colonel Hertzberger retired from the Air Force.

## Neely New National Controller

MAXWELL AFB, Ala.—Lt. Col. Kelly S. Neely, a relative newcomer to Civil Air Patrol, was named CAP's National Controller at the December meeting here of the National Executive Committee.

Colonel Neely, a member of CAP since 1967, succeeds Col. Paul W. Turner in the post. Colonel Neely, a resident of Nashville, Tenn., is First Vice President of the American National Bank of that city.

He attended law school at Columbus University, Washington, D.C., and is a veteran of four years service in World War II.

Colonel Neely is a 32nd Degree Mason and Knight Commander of the Court of Honor. In addition he is president of the Davidson County Tuberculosis Association and is a member of the Nashville Chamber of Commerce.

The National Controller serves as assistant treasurer of the corporation and is vice-chairman of the National Finance Committee. He acts in the absence of the National Finance Officer, keeps accounts of funds in the National Treasury, co-signs checks to disburse such funds and receives funds for the National Treasury.

The Civil Air Patrol News is an official publication of Civil Air Patrol, a private benevolent corporation and auxiliary of the United States Air Force. Opinions expressed herein do not necessarily represent those of the Air Force or any of its departments. Editorial copy should be addressed to Editor, CAP News, National Headquarters, (CPNI), Maxwell AFB, Ala. 36112. Published monthly by Southeastern Printing Co., 1603 Reuben St., Montgomery, Ala. \$2.00 per year by mail subscription (Civil Air Patrol membership dues include subscription). Second class postage paid at Montgomery, Ala. 36104. Postmasters: Please send forms 3579 to Headquarters, CAP (CPPC), Maxwell AFB, Ala. 36112. Vol. 1, No. 4 February, 1969



# Former CAP Flier Wins National Honor

By CAPT. PAUL DEAN  
I.O., Group III, Arizona Wg.

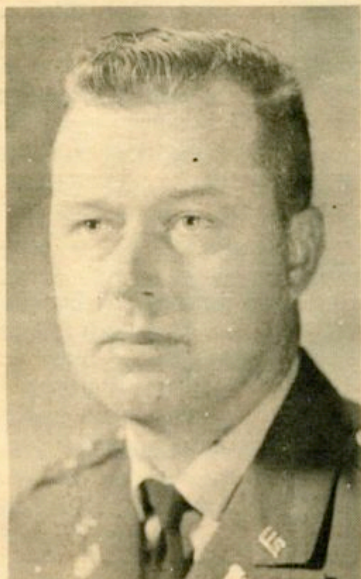
PHOENIX, Ariz.—Army CWO Frederick E. Ferguson, 29, a former deputy commander of cadets with Civil Air Patrol's 309 Comp. Sq. here, has been named military aviator of the year by the 1968 Wright Brothers Committee.

Ferguson, a one-time second lieutenant in CAP, now an instructor-pilot at the Army Primary Helicopter School, Ft. Wolters, Tex., received his Kitty Hawk Memorial Trophy at a Los Angeles banquet. Two awards are made each year, one to a civilian flier and the other to a military aviator who have distinguished themselves in aviation.

Ferguson's award was earned for an incredible combat record while flying "Huey" helicopters on troop-landing missions in Vietnam with Co. C, 227th Aviation Bn., 1st Cavalry Div. (Airmobile).

During 1,000 hours of combat flying, Ferguson won the Silver Star, Distinguished Flying Cross, Bronze Star, 38 Air Medals, and the Vietnamese Cross of Gallantry.

Ferguson won his Silver Star during the Tet offensive. When a helicopter was shot down within



CWO FREDERICK FERGUSON  
Former CAP Member Honored

the city of Hue, Ferguson, disregarding his own safety, volunteered to make a hazardous rescue flight.

Flying at low level across the city, he guided his helicopter through a continuous barrage of enemy fire and landed in a confined area to pick up five seriously wounded soldiers from the wreckage of the downed helicopter.

As he was taking off, a mortar round hit near his aircraft, peppering it with

shrapnel. As he cleared the area, two more rounds hit exactly where his 'chopper had been. He again flew the gauntlet of enemy fire, despite the fact that his machine was badly damaged, and succeeded in getting his wounded passengers to safety.

He received the DFC for an act of heroism earlier in his Vietnam tour for flights into an area where several helicopters had been shot down. Ferguson's mission was to fly in infantry troops that were able to protect the downed aircraft until salvage operations could begin.

His award of the Air Medal for valor was for a daring flight he made in early January, 1967, to resupply a besieged ground unit with badly-needed ammunition.

Ferguson, the son of CWO (USN-Ret.) and Mrs. Fred H. Ferguson of Lubbock, Tex., entered the Army in August, 1966. Prior to that, he flew commercially in Phoenix and spent three years as a senior member of Squadron 309.

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## Old Planes Are Loaned To Museums

FRANKLIN, Wisc.—The National Air and Space Museum, a section of the Smithsonian Institution, has placed three of its historic old fighter planes on permanent loan to the Experimental Aircraft Association's Air Education Museum here in Franklin.

The three aircraft are a World War I British SE-5, a WWI German Pfalz D-12, and a WWII Japanese Zero. After being restored to their original condition, the three will join more than 60 other noteworthy aircraft on display at the museum.

The Experimental Aircraft Association is an international sport aviation group of more than 40,000 members. The museum which it operates is outranked only by the official Air Force Museum at Wright-Patterson AFB, Ohio.

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**File A  
Flight Plan!  
It May Save  
Your Life!**

## Fliers' Corner

The only way a pilot can safely operate an airplane in a low-visibility environment is by using and trusting instruments.

Man's orientation senses—visual (eye), vestibular (inner ear), and proprioceptive (associated with muscles, tendons, and other tissues)—are not designed to cope with the artificial environment of flight when external references are obscured by clouds, fog, haze, dust, darkness or other phenomena, unless visual reference is transferred to aircraft instruments. When the visual sense is provided with reference points such as the earth's horizon or aircraft instruments there is usually no problem with aircraft attitude control since the visual sense overrides the other senses.

It is in situations where visual references such as the ground and horizon are obscured that trouble develops, especially for pilots who lack experience and proficiency in instrument flight. The vestibular sense in particular tends to confuse the pilot. Because of inertia, the sensory areas of the inner ear cannot detect slight changes in the attitude of the aircraft nor can they accurately sense attitude changes which occur at a uniform rate over a period of time.

On the other hand, false sensations are often generated which lead the pilot to believe the attitude of the plane has changed when in fact it has not. This not only compounds the confusion of the pilot but also makes him more susceptible to motion sickness which often accompanies disorientation.

If a disoriented pilot actually does make a recovery from a turn, bank, or spin, he has a very strong tendency to feel that he has entered a turn, bank, or spin in the opposite direction. These false sensations may lead to the well-known "graveyard spiral."

Every pilot should be aware of these illusions and their consequences. Flight instructors should provide each pilot with an opportunity to experience these sensations under controlled conditions.

Every pilot should consider his training incomplete until he has learned to fly by instruments and has gained proficiency in instrument flight techniques.

Every pilot should be somewhat conservative in judging his capabilities and he should use every means available (whether check, postponed or delayed flight, 180 turn-around, unplanned landing at an open airport, etc.) to avoid flight environments which overtax his ability.

If inadvertently caught in a poor flight environment the pilot should immediately make radio contact with the nearest Federal Aviation Agency facility and follow instructions. Calmness, patience and obedience to instruction represent his best chance for survival.

THE PILOT WE ARE POINTING AT IS... YOU!

(Ref. FAA Pamphlet, Disorientation, January, 1969)

## Today's Average Flier Like Man Next Door

Just a few years ago, anyone who flew his own plane was a dashing figure, probably with a long silk scarf trailing from his leather jacket collar.

But not any more. According to The AVEMCO Group, aviation insurance, finance and investment banking firm, today's private aviator is as close to average as the man next door, even though he may be just a bit more affluent.

Figures compiled by AVEMCO show that today's pilot is 35.8 years old, and lives in a city the size of Columbus, Ohio, with a population of 471,000.

While there are a few potential Amelia Earharts around, flying is still a man's world with 98.4 percent of the private pilots being male.

Most U.S. private pilots live east of Kansas City and south of Denver, making flying most popular in the southeast part of the nation.

Although flying seems primarily for the wealthy, figures show the contrary. The average pilot's salary is \$12,550 per year, not making him a candidate for relief payments, but hardly a millionaire either.

He owns a mortgage on a

home worth \$27,550, drives 2.2 cars and flies an airplane worth \$11,300. About three-fourths (77.8 percent) are employed in upper level management (though not top) and are in the professional-technical category of employment.

The average pilot is apt to use his plane in business, although 60 percent of his flying is for pleasure.

He is also apt to be a big charge account customer with the average carrying three credit cards.

Most pilots have air-minded wives, since 86.37 percent are married and have 2.25 dependents.

The average pilot spends a relatively small percentage of his time in a plane—89.7 hours per year, approximately 43 in the last six months. And when he isn't flying or working, he fishes or plays golf.

The private aviation industry has been growing steadily. In 1960, there were 326,995 active pilots in the country flying 75,544 aircraft. By 1967, the figure increased to 519,143 active pilots and 108,000 aircraft. Projections for the next 10 years show that by 1977 there will be close to one million pilots flying 180,000 aircraft.

## CAP Wing Commander Appointed Governor's Aide

MANCHESTER, N.H.—Col. Kenneth F. McLaughlin, commander of the New Hampshire Wing, has been named aide-de-camp to Gov. Walter R. Peterson, the governor's office announced recently.

Colonel McLaughlin is also president of Nathaniel Hawthorne College.

The new aide-de-camp gave the governor a briefing on Civil Air Patrol and its activities in the state during a dinner following the inauguration.

An all-CAP crew flew Gov. Peterson and his party to the presidential inauguration in Washington in a Hawthorne College airplane, and the New Hampshire Wing commander accompanied the group.

## AIRCRAFT FOR SALE

The following corporate aircraft have been approved for sale to interested buyers. Bids or inquiries for information relative to these aircraft should be submitted to the organization possessing the aircraft. Bid closure date as indicated.

NORTH AMERICAN L17A. Date of Manufacture: 1948. N7748C. Total Airframe Time: Approximately 5,000 hours. Total Engine Time: 1,000 Hours. Engine SMOH: 90 Hours. Aircraft requires new engine, radio and all glass needs replacing. Minimum acceptable Bid \$3,500. Aircraft possessed by Hawaii Wing CAP, P.O. Box 9417, Honolulu, HI 96820. Bid Closure Date: Feb. 28, 1969.

STINSON L5. Date of Manufacture: 1944. N1552M. Requires complete recovering. Wing's estimated cost of repair: \$6,000. Aircraft possessed by South Carolina Wing, 3301 Airline Drive, Owens Field, Columbia, S.C. 29205. Bid Closure Date: Feb. 28, 1969.

PIPER L4. Date of Manufacture: 1945. N1434V. Aircraft requires complete recovering, assembling aircraft and rigging all controls and annual inspection on engine. Estimated cost of repairs \$1,828. Aircraft possessed by National Capital Wing Hq. CAP, OMR Box 428, Bolling AFB, DC 20332. Bid Closure Date: Feb. 28, 1969.

BEECH T34A. Date of Manufacture: 1955. N7746C. Aircraft requires new prop, compliance with A. D. notes including removal and zyglog of horizontal stabilizer, elevator pulleys and cables, oil storage tank, etc. Requires replacement of main and nose landing gear and battery. Estimated Cost of Repairs \$10,000. Minimum acceptable Bid: \$5,500. Aircraft possessed by Hq. Wyoming Wing, CAP, P.O. Box 2033, Cheyenne, Wyoming 82001. Bid Closure Date: Feb. 28, 1969.



## To The Women In CAP

By MRS. WALTER B. PUTNAM

Years ago when I met and married my Air Force-oriented husband, flying was a man's business. Of course there were then, and still are, women pilots but the percentage of the total was small.

Many women worked, but a woman's place was still considered to be in the home. The idea of having women in the Armed Forces was unheard of.

Today flying is still a man's business and it is unlikely that any women astronauts will be going to the moon any time soon. But the opportunities open today to women in aviation and the aerospace world are without parallel.

All the Armed Forces are open to women and offer outstanding career opportunities. In addition, women are finding their places in the world of science, aviation, and aerospace-related industries.

Since I have become associated with Civil Air Patrol, this fact has been brought home to me most forcefully. I am struck by the vast fields of study open through CAP to girls as young as 13 as well as to older women.

The field is wide open and through CAP they can receive a basic education in aerospace that they can receive nowhere else.

Many women in CAP are married, of course, and have no plans for an aerospace-related career. Still CAP offers them opportunities for service, for satisfaction, for a touch of adventure such as no other organization I know.

In this complicated world, threatened by the greatest upheavals in human history, it is our personal responsibility to help this country and our fellow human beings in every way possible.

For American girls and women, the best way I know is to serve in the CIVIL AIR PATROL.

## CAP's 'First Couple'



Maj. Gen. Walter B. Putnam, USAF  
CAP National Commander  
And Mrs. Putnam

## STAR TALK

By MAJ. GEN. WALTER B. PUTNAM, USAF  
National Commander, Civil Air Patrol

One of the things that makes America's Armed Forces the best in the world is the fact that most of the members are volunteers—and in the AIR FORCE, they all are.

This is the great strength of our country, for it means that these men and women CHOOSE to defend their country and are proud to do so. Members of the AIR FORCE are proud of the uniform they wear and of the traditions it represents.

CAP members, too, are proud of their volunteer status; that they CHOOSE to spend their time, money and energies in service to their fellow man. Sometimes, however, a few forget that their uniform is NOT just a blue suit—that it is, in fact, the AIR FORCE Blue and represents the many proud traditions of this service.

Sometimes our members lean too heavily on the "civilian" status, forgetting their responsibility as members of the Air Force's Auxiliary. To the average outsider, the CAP uniform IS the AIR FORCE uniform and the way you wear it reflects either credit or dishonor on the AIR FORCE, as well as on its Auxiliary, Civil Air Patrol.

Members have a responsibility to always wear the uniform with respect and pride and to conduct themselves in such a manner as to reflect credit on the AIR FORCE as well as on themselves and CAP.

Even more important than the way you appear in the uniform is your conduct and the way you live up to AIR FORCE standards and traditions.

You have a duty to CAP and to the AIR FORCE to maintain proper bearing, to learn routines promptly, to be responsive to discipline and to CAP and Air Force training programs. Having been given the privilege of wearing this uniform, we must act, think and talk like the USAF Auxiliary we are.

Be proud of your organization and of the uniform you wear.

## Poisonproof Your Home!

Acute poisoning constitutes a major problem, especially in the pediatric age group.

Last year more than 500,000 cases of poisoning were reported to the National Clearing House for poison control centers in Washington, D.C.; countless more are not reported. It is estimated that there are 1,200 deaths from poisoning each year; 90 percent of these are under the age of five years.

The normal, natural processes of imitation and curiosity in children lead to these staggering statistics of poisoning. Children are encouraged to take candy-flavored aspirin when they are ill and parents often demonstrate how good it is by sampling the medicine. It is little wonder that if medication is left in an easily accessible area children will want to take more of the "good medicine."

Ammonia, lye, bleach, lighter fluid and various other cleansers are considered to be less of a hazard since they all taste and smell so bad. But curious children usually take a drink without checking the odor first, and the results of poisoning are some of the most serious.

All medications should be placed high out of reach with a device children cannot unlock. Ammonia, lyes, bleaches, etc., should be removed from beneath the kitchen sink and placed in a locked closet. All medications should be taken out of pocketbooks and night tables.

If poisoning does occur, contact a physician or hospital immediately. Experience has shown that delay in evacuating the stomach is a major factor in many cases of severe poisoning. Every effort should be made to induce vomiting while waiting for medical treatment. (Air Force News Service Editorial)

## Book Review

### Grissom's GEMINI! Must For Cadets

GEMINI! by Lt. Col. Virgil I. "Gus" Grissom, USAF. (The MacMillan Co., 866 Third Ave., New York, N. Y. 10022; 212 p.; 1968; \$5.95).

If ever a book was written for Civil Air Patrol cadets, GEMINI! was. Grissom tells in his introduction why he wrote it: To attract young people into what he considered the most exciting profession in the world.

This beautifully constructed book, profusely illustrated, is remarkable for its highly readable, conversational style splashed with Grissom's uniquely personal sense of humor. It is "must" reading for anyone who wants to know more about the caliber of the men who have helped achieve history's greatest technological advances.

Although the spectacular success of the APOLLO 8 moon-orbital flight has tended to overshadow the earlier GEMINI successes, it is well to remember that without GEMINI there would be no APOLLO. To understand APOLLO, therefore, one must understand GEMINI, and there is no better way—on a non-technical level—than to read Gus Grissom's story of his personal experiences as a GEMINI astronaut.

This book's significance lies not only in its human interest account of the GEMINI saga and why and how the APOLLO program grew out of it; it is also

important because it portrays a radiant, dedicated personality. To read this great adventure story is to become acquainted with a fellow American whose life, even more perhaps than his space successes, will increase your pride in being an American.

Gus Grissom contributed incalculably, including sacrificing his life, to the extermination of "glitches"—the space age equivalents of World War II gremlins—in both

GEMINI and APOLLO. His tragic loss, along with that of Astronauts White and Chaffee in the simulated APOLLO flight "on the pad," brought about improvements in the APOLLO spacecraft that have greatly increased the chances that the United States will be the first nation to land a man on the moon, safely. The unqualified success of APOLLO 8 has significantly advanced that possibility.—BARBARA BENTLEY

## CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

MAJ. GEN. WALTER B. PUTNAM, USAF

National Commander

Lt. Col. John W. Miller

Director of Information

Capt. Mervyn E. Roberts Jr.

Chief, Internal Information

**Theodore H. LIMMER Jr.**  
COMMANDER SE REGION

LIVES IN ATLANTA, GEORGIA  
IS AN ENGINEERING TEST PILOT  
WITH LOCKHEED - GEORGIA CO.

HAS TEST FLOW: P-80, T-33, F-84(A-B-C), F-104(A-B),  
U-2A, C-130(A-B-D-F), C-140, C-141, C-5A, LOCKHEED 80

BORN IN WENTWORTH  
SO. DAKOTA.  
HAS BEEN A  
MEMBER OF CIVIL  
AIR PATROL FOR  
15 YEARS.

SO. DAKOTA



## From The National Chairman

# Space Success Rests on Youth

With the flight of Apollo 8, America has penetrated the vastness of space. Just how successful our country will be in exploring the mysteries of that frontier will depend in large measure upon the youth of America and their ability to meet the problems and challenges of the Space Age.

During the first half of this century, aviation has been a most dynamic and vital factor in our lives, but the Space Age promises undreamed of changes in our individual lives. Already we have witnessed the impact of this era upon the lives of our youth. Today's student must absorb an infinitely greater mass of knowledge in the elementary and secondary education process than we grown-ups ever dreamed of.

America needs and must have a strong program of Aerospace Education to provide our nation with the men and women who will play the key roles in future aerospace activities. And in that

**By F. WARD REILLY**  
Brigadier General, CAP  
National Chairman



GENERAL REILLY

national need lies challenge and opportunity which American youth must meet. The young men and women in the Civil Air Patrol Cadet Program already have taken a big step toward accepting that challenge and seizing the limitless opportunities of the Space Age. By their cadet academic achievements and special activities participation they have demonstrated the capacity,

willingness and eagerness of American youth to meet their responsibilities as tomorrow's leaders.

The CAP Cadets are a select group. From these ranks came the commander of the Apollo 8 flight, Col. Frank Borman.

These lads and girls represent an intelligence level that is tops in their respective age groups. They are capable of analyzing what real benefits the CAP Cadet Program offer them and of perceiving the advantages they can attain through continued participation in the program.

In the face of this youthful perception and evaluation, it is imperative that our cadet program go forward in tempo with the Space Age. Academically, recreationally, in our special activities and in our orientation and training, the cadet program must offer tangible attraction to these capable youth. The program must demonstrate to them an aerospace concept which offers opportunity and a well-defined path toward a life career. Nothing less will be acceptable.

## Hawaii Wg. Gets New Commander

HONOLULU, Hawaii—A change of command ceremony highlighted recent activities in Civil Air Patrol's Hawaii Wing.

Assuming command of the Hawaii Wg. was Lt. Col. Oren Hood who replaced Col. John H. Felix. The ceremony took place at a banquet at Hickam AFB.

At the banquet, the Spaatz Award was presented to Warren M. Yamamoto by Maj. Gen. M. D. Adams, Chief of Staff, Pacific Air Forces. Yamamoto is a member of the Communications Division, Hawaii Wg. Headquarters.

The Amelia Earhart Award was presented to four cadets by Col. Edward D. Unger, Hickam base commander. They were James Mattern, Hickam Comp. Sq., and Coleen Parrish, Alphonso Malcilo and George Hargraves, all of Aiea Cadet Sq.

Exceptional Service and Meritorious Service Awards were presented by USAF Col. Glen McConnell, a member of the Wing's Advisory Council. Majors Jamie I. Cameron and Abel K. Huihui received the Exceptional Service Awards. Meritorious Service Awards went to Lt. Col. Byron L. Webber and Capt. Richard E. Hoerner.

The banquet concluded a week of activities which included a Civil Defense exercise, a dance for cadets, special church services, radio and television broadcasts, and a Wing Commanders Conference.

Approximately 180 persons attended the banquet.



LT. COL. OREN HOOD

## USCG Auxiliary Chief Visits

MAXWELL AFB, Ala.—U. S. Coast Guard Capt. John D. McCann, USCG Auxiliary chief director, met here recently with Air Force Maj. Gen. Walter B. Putnam, Civil Air Patrol's national commander.

The two discussed programs and activities of their respective auxiliaries and areas of mutual interest and cooperation. Both called for closer rapport between the local units of the Coast Guard Auxiliary and CAP throughout the United States.

The Coast Guard Auxiliary patrols regattas and boat races and assists boatmen in distress. It inspects boats to make sure they are seaworthy and helps prevent boating accidents through intensive indoctrination of safe boating practices.

In addition, its personnel helps interest high school students in the Coast Guard Academy.

# CAP News Briefs

## Interim Commanders Named

MAXWELL AFB, Ala.—The names of two interim wing commanders have been announced here by National Headquarters.

Lt. Col. Wilhard D. Gilbert has been appointed commander of the Maryland Wing, replacing Col. William M. Patterson, while in South Dakota Lt. Col. John H. O'Gara, CAP, succeeds outgoing commander Col. Charles C. Doughty.

The new wing commander appointees will be confirmed at the forthcoming meeting of the National Executive Committee.

## Group 19 Activated

LOS ANGELES—The California Wing of Civil Air Patrol recently activated Bay Cities Group 19 with headquarters in West Los Angeles. This group is currently supporting four squadrons within the boundaries of the Hollywood Freeway to Imperial Highway and the Harbor Freeway to the Coast.

The personnel forming Group 19 are former members of West Los Angeles Sq. 37, which is being reorganized and relocated to Culver City. Group 19 is under the command of Maj. Walter A. Liddell.

## Infant Unit Cited

DYERSBURG, Tenn.—Not only is Dyersburg Senior Sq. one of the youngest organizations in the state, but recently it assumed another distinction: 1968's outstanding Civil Air Patrol unit in Tennessee. In a recent ceremony, Maj. Marvin Donnaud, wing deputy commander, presented the honor to Capt. Joe Boyd, squadron commander. Major Donnaud said that the selection was based on Dyersburg's organization, training program and participation in all statewide CAP missions. Organized in December 1967 and chartered in 1968, today Dyersburg has 31 members—26 of that number hold private pilot licenses.

## Revere 'Self-Starter'

REVERE, Mass.—Every squadron has its 'self-starter.' And Revere Comp. Sq. is no exception, thanks to W/O Walter Banfill.

Banfill recently noted that the CAP sign in front of the unit's meeting place had deteriorated. He took the sign home and gave it a thorough going over i.e. sanding, outlining and painting. The senior member did all this on his own time and at no expense to the squadron.

## Fire Council Award

DUQUESNE, Pa.—The Mon-Yough Fire Defense Council recently cited Pittsburgh Cadet Sq. 602 for its "loyal cooperation and actions" in a mock disaster. The council presented the unit with a certificate to W/O C. Wedge who accepted it on behalf of the squadron which is based at nearby West Mifflin. Senior and cadet members played various roles in the drill practice as disaster stricken victims and aided in the casualty evacuation problem. The Mon-Yough council was organized by fire companies in the vicinity of the junction of the Monongahela and Youghieny Rivers and it includes a membership of 71 units including paid fire departments, 48 borough and townships and 16 units from industries and clubs from surrounding areas.

## Awards Event Held

HAMDEN, Conn.—The Curtis E. LeMay Cadet Sq. recently held its fourth annual awards ceremony, held this year at the Holiday Inn in Meriden. Representing the Connecticut Wing, Lt. Col. Liam White presented Gen. Billy Mitchell and Amelia Earhart Awards to LeMay cadets Kenneth Bell, David Cook, Paul Guercki, and Geraldine Carter and Daniel Gurecki respectively. The Commander's Trophy was presented to Cadet Raymond Desrosiers.

## Senior Members Notes

ELMHURST, Ill.—Lt. Col. Edward F. Doll, former private with the DuPage Sq. here and one-time squadron commander, recently celebrated his 25th anniversary with Civil Air Patrol. Colonel Doll is affectionately called "The Colonel," by cadets here.

During his 25 years service, Colonel Doll has flown more than 500 cadets in his 1943-version of the L-3. He has done so at no cost to cadets. At 61 Colonel Doll is looking forward to many more years as a member of Civil Air Patrol, a squadron source said.

## Firm Gives Tour

ST. PETERSBURG, Fla.—A tour of Fairchild Hiller Corp. was recently given to 15 cadets and two senior members of the Gulfport Cadet Sq. Dave Watson, employment manager at Hiller, conducted the tour. The group was briefed on the history of the firm and the present activities. Included in the visit was the tour of the inside of a C-130 aircraft.

## CAP AWARDS

The following awards have been made by the various regions to CAP members:

### EXCEPTIONAL SERVICE AWARD

#### Middle East Region

Maj. Margaret S. Robinson, Maryland Wg.

#### Southwest Region

Lt. Col. Tomie L. Turner  
Maj. William M. Beecher  
Capt. Andrew G. Lontai

#### Pacific Region

Lt. Col. Roy Lamb, Oregon Wg.  
Maj. Jamie I. Cameron, Hawaii Wg.  
Maj. Abel K. Huihui, Hawaii Wg.

### MERITORIOUS SERVICE AWARD

#### Middle East Region

2nd Lt. James F. Kavitz, Virginia Wg.  
2nd Lt. Carl Shelton Jr., Virginia Wg.

#### Great Lakes Region

Lt. Col. L. James Holloway, Michigan Wg.  
Maj. Florence C. Holloway, Michigan Wg.

Maj. Marion C. Panzloff, Illinois Wg.  
1st Lt. Gerald F. Rosenwinkel, Illinois Wg.

WO Richard Basham, Illinois Wg.  
WO Beverly Bennett, Illinois Wg.  
WO Constance Kelly, Illinois Wg.  
Kenneth L. Gillespie, Illinois Wg.  
C/1st Lt. Ben Sutter, Illinois Wg.  
C/2nd Lt. Edward J. Sackley III, Illinois Wg.

#### Southwest Region

Lt. Col. Bob H. Leggett, Texas Wg.  
Lt. Col. Gerard K. Nash, Texas Wg.  
Maj. Wilson L. Akins, Texas Wg.  
Maj. David L. Floyd, Texas Wg.  
Maj. James McNett, Arizona Wg.  
Maj. Donald Primm, Texas Wg.  
Maj. Richard F. Vaughn, Texas Wg.  
Maj. Richard E. Wonsom, Texas Wg.  
Capt. Jacquelyn L. Floyd, Texas Wg.  
1st Lt. Mary J. Barnell, Texas Wg.  
2nd Lt. Norma W. Trayler, Texas Wg.  
C/1st Lt. James R. Crawford, New Mexico Wg.

#### Pacific Region

Maj. Richard S. Walter, Oregon Wg.  
Maj. Byron L. Webber, Hawaii Wg.  
Capt. Edward R. Day, Hawaii Wg.  
Capt. Dorothy Parkins, Oregon Wg.  
1st Lt. Richard E. Hoerner, Hawaii Wg.  
CWO Gene E. Swan, Oregon Wg.  
C/Lt. Col. Eric J. Schlenker, Hawaii Wg.

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## Meet Mrs. Putnam

# Air Force Wife's Life Abounds With Challenges

By TSGT. William J. Bond  
Associate Editor

MAXWELL AFB, Ala.—The petiteness of Mrs. Geneva Farris Putnam belies the unchained energies and boundless experiences acquired over the past 30 years as a military wife.

Born and reared in Oklahoma City, Okla., Mrs. Putnam was graduated from Oklahoma State University with a B.S. in home economics. It was in college that she met and later married her husband, Air Force Maj. Gen. Walter B. Putnam, national commander of Civil Air Patrol. The marriage was to be a springboard to a rewarding and challenging life which, over the years, has taken her to at least 40 military installations all over the world.

In October, 1940, Mrs. Putnam, like so many other service wives, was to feel the pangs of loneliness of separation as her husband was assigned to the Philippines where he commanded Headquarters Squadron of the 24th Pursuit Group.

In a recent interview in her Maxwell home, Mrs. Putnam reflected on an incident occurring during the early days of World War II, which she remembers as the happiest moment in her life. The unpretentious "First Lady" of Civil Air Patrol recalled it this way:

It was mid-1942. Corregidor had fallen and her husband, then a scrappy lieutenant fighter pilot, had been listed as missing in action. In Oklahoma City, Mrs. Putnam waited anxiously for word of her loved one. To pass the long hours of waiting, she said, "I decided to take in the Saturday evening movie. The newsreel was being shown and the next thing I remember was seeing the picture of Lieutenant Putnam boarding an airplane for evacuation from the Philippines to somewhere in New Guinea.

"I got so excited and overcome with joy at seeing my husband alive, I jumped and screamed," she continued. "The film was stopped and the manager rushed over to see what the commotion was about, thinking that someone had been hurt.

"I calmed down long enough to explain," she said, "and the audience cheered and applauded. In a special tribute, the manager had the news film re-run several times for my benefit," Mrs. Putnam concluded with a beam of pride. Although it was a couple of days later that she heard officially her husband was safe, Mrs. Putnam's anxiety and strain were relieved.

Rearing their four children with and without the general has been no easy task, Mrs. Putnam confided. Son Joseph today is married and living in Florida and they have a six-month-old daughter. The elder Putnam's



NEW CAP MEMBER, MRS. WALTER B. PUTNAM

only daughter, Nancy, is married to an Air Force lieutenant. And at home, son Bill is attending high school while brother Mark is a fifth grader.

How does Mrs. Putnam feel about being a grandmother? "I am a very proud and typical grandmother," she said. A glow of radiance sparked meaning to her answer.

Mrs. Putnam's hobbies and interests vary from golf and antiquing to volunteer work in the American Red Cross Gray Lady Program and wives club activities. She is also active in community affairs, including Scouting.

She has taken advantage of opportunities available wherever the Putnam's have been assigned. She went on to cite the unlimited opportunity of travel and meeting new people in various parts of the world. "After all," she said, "meeting and getting along with people is a basic goal in life for most people."

Midway through the interview, General Putnam strolled in for lunch. After an affectionate glance toward his wife and a hearty handshake for the interviewer, the ebullient general sat down and joined the conversation.

Together they agreed that the Air Force is fascinating. "It's a great Air Force," the two-star general asserted. "Sure there are sacrifices to be made, but they are for a great service and a great country."

"Gee, I wish I had said that," the charming Mrs. Putnam quipped.

Surely not all military life was a bed of roses, it was suggested. Certainly not, they agreed. Some sad events, such as separations and the loss of close friends, have left impressions.

The Putnams are back in Montgomery after a brief break from the Air Force. General Putnam retired the end of August, 1968, as commander of Fourteenth Air Force headquartered at Gunter Air Force Base. He was recalled in November to take the reins of command of the Civil Air Patrol with headquarters at Maxwell.

"My husband feels very deeply about this new assignment," Mrs. Putnam said, "and if I can help out in any way I certainly plan to do my share."

Diminutive in size but overflowing with understanding, confidence, and energy, Mrs. Putnam has taken a major step in that direction: She has joined Civil Air Patrol.

## CAP Calendar

EVENT	DATE	LOCATION
THINK Committee	Feb. 4-5	Phoenix, Ariz.
National Executive Committee	March 27-28	Baltimore, Md.
Middle East Region Conference	March 28-30	Baltimore, Md.
Southwest Region Ill. Wg. Chaplain Training Conf.	April 11-12	New Orleans, La.
	April 17-18	Arlington Hgts., Ill.
N. E. Region Chaplain Training Conf.	April 21-22	Ft. Hamilton, N. Y.

## Chaplain's Aide Named As 'Airman of Year'

MAXWELL AFB, Ala.—A versatile 31-year-old chaplain's assistant with music as an off-duty interest has been named Civil Air Patrol-USAF's "Outstanding Airman of the Year."

The man, TSgt. Emil J. Kumer Jr., son of Mr. and Mrs. Emil J. Kumer Sr. of Cannonsburg, Pa., will compete for a similar title with other airmen in Headquarters Command, USAF, CAP-USA's parent command.

The winner will join outstanding airmen from 17 Air Force commands as guests at the annual Air Force Association

convention in Houston, Tex., March 18-21.

As supervisor of the chaplain service, Kumer specialized in administering to more than 1,100 volunteer clergymen involved with CAP units in the 50 states, the District of Columbia and Puerto Rico.

Sergeant Kumer was selected to represent CAP-USA's outstanding job performance, military bearing, and administrative abilities. He has been credited with insuring the success of the CAP participation in two Air Force Spiritual Life Conferences held last year for more than 300 cadets and senior member escorts.

## Pennsylvania Cadets Assist At Convention of AFA

PITTSBURGH, Pa. — North Hills Cadet Sq. 610, Civil Air Patrol, played an important role recently in the Pennsylvania State Air Force Association convention. The Greater Pittsburgh chapter of AFA was host to the affair.

The local chapter of AFA sponsors the squadron and Capt. Frank W. Force, squadron commander, is also president of the chapter. Thus a

close relationship exists between the two organizations.

CAP Lt. Marie L. Fork, squadron information officer, served as chairman of the affair and C/2nd Lt. David E. Kaup was honorary chairman.

During the convention, cadets manned the registration desk and took tickets at the luncheon and dinner while senior members provided transportation to and from airports and train stations.

On Saturday, delegates attended the football game between the Air Force Academy and Pittsburgh University. Cadets served as color guard.

On Saturday night, cadets again handled the colors and met Lt. Gen. Thomas Moorman, Air Force Academy superintendent who served as guest speaker at the dinner.

C/2nd Lt. Daniel J. Zdobinski, past cadet commander of the squadron and now a student at Penn State, was awarded a \$250 AFA scholarship at the convention and a trophy. He is majoring in aeronautical/astronautical engineering.

Lt. Col. A. A. Milano, Group 60 commander, received the Pittsburgh chapter of AFA Aerospace Leadership Award for service in the furtherance of aerospace education and to the youth in the Pittsburgh area.

## Dear Dean . . . Uh, Reference That Degree

ANCHORAGE, Alaska—Lt. Col. David J. Pree, Legal Officer for the Alaska Wg. of Civil Air Patrol, received the doctor of jurisprudence degree recently—14 years after having completed requirements for the degree.

He earned the doctorate in 1954 when he was graduated from Washington University. "It's unusual to receive a degree 14 years after it was earned," Colonel Pree said, "but it has taken this long for the school to recognize that our work fulfilled the higher degree's requirements."

Colonel—or Dr. Pree—has been in the private practice of law in Alaska since 1959.



## CAP Board Chairman 1948

*Gen. Carl A. Spaatz: An Aviation Giant*

MAXWELL AFB, Ala.—Enthusiasm toward aviation was at an all-time low following the end of World War II. American youths were becoming apathetic toward

aviation as a career. This was the backdrop in August 1948 when Gen. Carl A. Spaatz became chairman of the executive board of Civil Air Patrol.

General Spaatz, who had

retired from the Air Force two months earlier as its chief of staff, was a fighter. In addition he was a pioneer during the early '20s and '30s toward winning public support for a strong military air arm. So it was natural that he should view his new job as an opportunity to do something about the slump in postwar aviation. And he felt that this lack of interest had developed from a lack of adult leadership.

The general also felt strongly that Civil Air Patrol's International Air Cadet Exchange could evolve into making a significant contribution in the struggle for permanent world peace.

In his acceptance speech, General Spaatz expounded on the organization and the deeply rooted desire he had for it. He said, "I will do my utmost to aid in developing, by example, the voluntary contribution of private citizens to the public welfare."

His vigorous efforts in Civil Air Patrol thus became a vital link in a series of contributions to aviation which reached a pinnacle with General Spaatz being named winner of the 1968 Gen. Thomas D. White National Defense Award.

The career of General Spaatz, before and after his retirement, spans the years from almost the beginning of military aviation to the present.

Following duty with the Mexican Punitive Expeditionary forces in 1916, General Spaatz

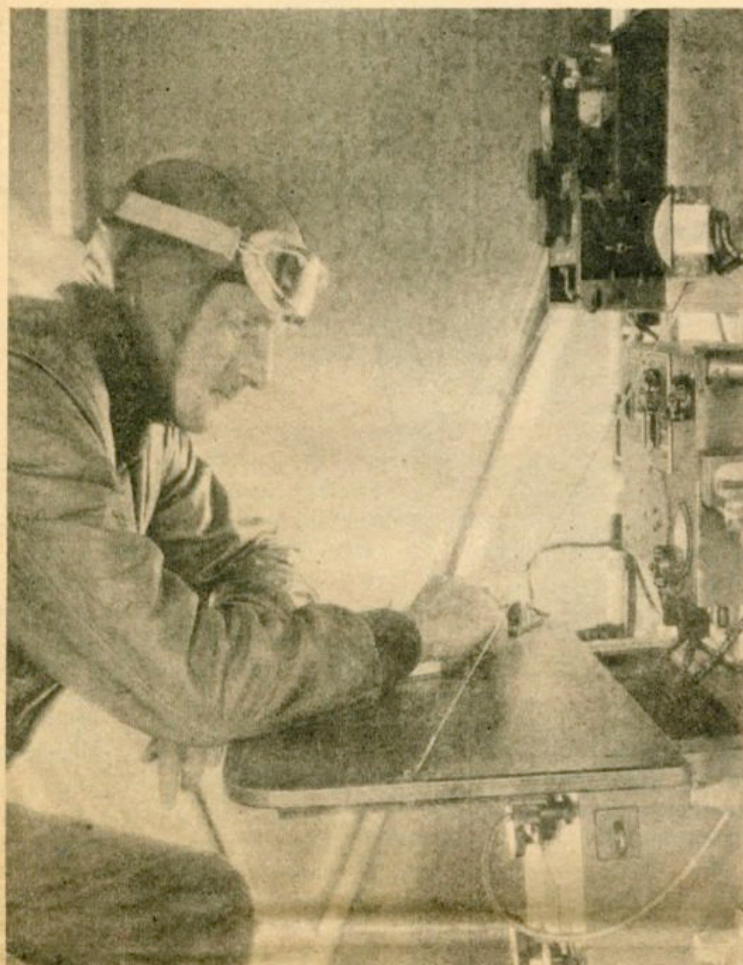
served as a fighter pilot in France during World War I. In the years between the wars, he was honored as a pioneer in the development of aerial refueling techniques. During WW II, General Spaatz made a significant contribution to early planning of the strategic bombing of Germany and later commanded the Air Forces in North Africa. In January, 1944, he assumed command of U.S. Strategic Air Forces in Europe, serving until VE Day. He later was assigned to the Pacific Theater where he commanded the final bombing operations against the Japanese.

In February 1947 General Spaatz was named commanding general of Army Air Forces, and

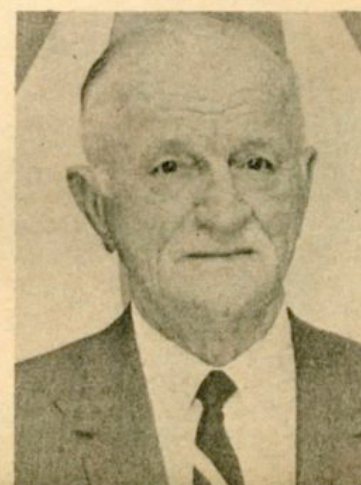
in September, 1947, he was named the first chief of staff of the U.S. Air Force. He retired in 1948.

General Spaatz today resides in Chevy Chase, Md. The Civil Air Patrol squadron in Boyertown, his home town, is named in his honor. He recently was named honorary chairman of the Unit Sponsor Committee in Boyertown.

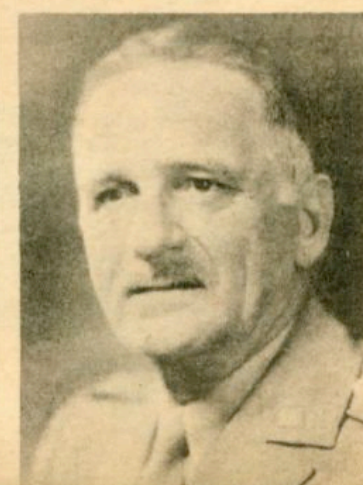
The general has been a contributing editor for Newsweek magazine; served as chairman of the U.S. Air Force Academy Selection Board; past president and member of the Board of Directors of the Air Force Association; and is a past president of the Air Force Historical Foundation.



OPERATOR—Maj. Carl A. Spaatz seen in Douglas LB7 directing flight by radio.



HONORED—Spaatz was recently named chairman of Boyertown, Pa., Unit Sponsor Committee.



WAR DAYS—This is General Spaatz as he appeared in World War II.



EARLY DAYS—Second Lt. Spaatz in front of pre-World War I vintage aircraft while in photograph at right General Spaatz stands beside the Boeing B-17 "Boops" at an airfield somewhere in Italy during World War II.



# CAP Has Busy Year With



**EMPHASIS ON PERSONNEL**—In 1968, more than 36,827 personnel (man-days) were utilized during air and ground missions sanctioned by Civil Air Patrol under sundry conditions ranging from hurricanes to blizzards.



**MANY AFFECTED**—When a national or local disaster strikes, many times children such as this tot in Arizona are affected in one way or the other. CAP was credited with saving 47 lives, assisting in the evacuation of 275 persons and locating 127 search objectives such as planes, vehicles and persons.

## *All-Volunteer Organization Tests Mettle in Emergencies*

By TSGT. JOHN LYONS, USAF  
Hq., CAP-USA, Information Office

MAXWELL AFB, Ala.—Civil Air Patrol had its busiest and most successful year in 1968 in its humanitarian activities, according to Air Force Maj. Gen. Walter B. Putnam, national commander.

CAP pilots, flying their own or corporate-owned planes under all kinds of weather conditions, and CAP ground search parties, braving cold, snow, floods, and rough terrain, were credited with saving the lives of at least 47 Americans. In addition, this all-volunteer force assisted hundreds of other people in distress during 1968.

Figures released by National Headquarters here show that CAP pilots, flying under the supervision of the Air Force Aerospace Rescue and Recovery Service (ARRS), logged a total of 24,345 flying hours on a wide variety of humanitarian missions. ARRS directs the nation's air search and rescue operations in which CAP participates, along with pilots from all branches of the Armed Forces as well as pilots from state and local civic organizations.

In 1968, Civil Air Patrol participated in 412 search missions under ARRS supervision, flying

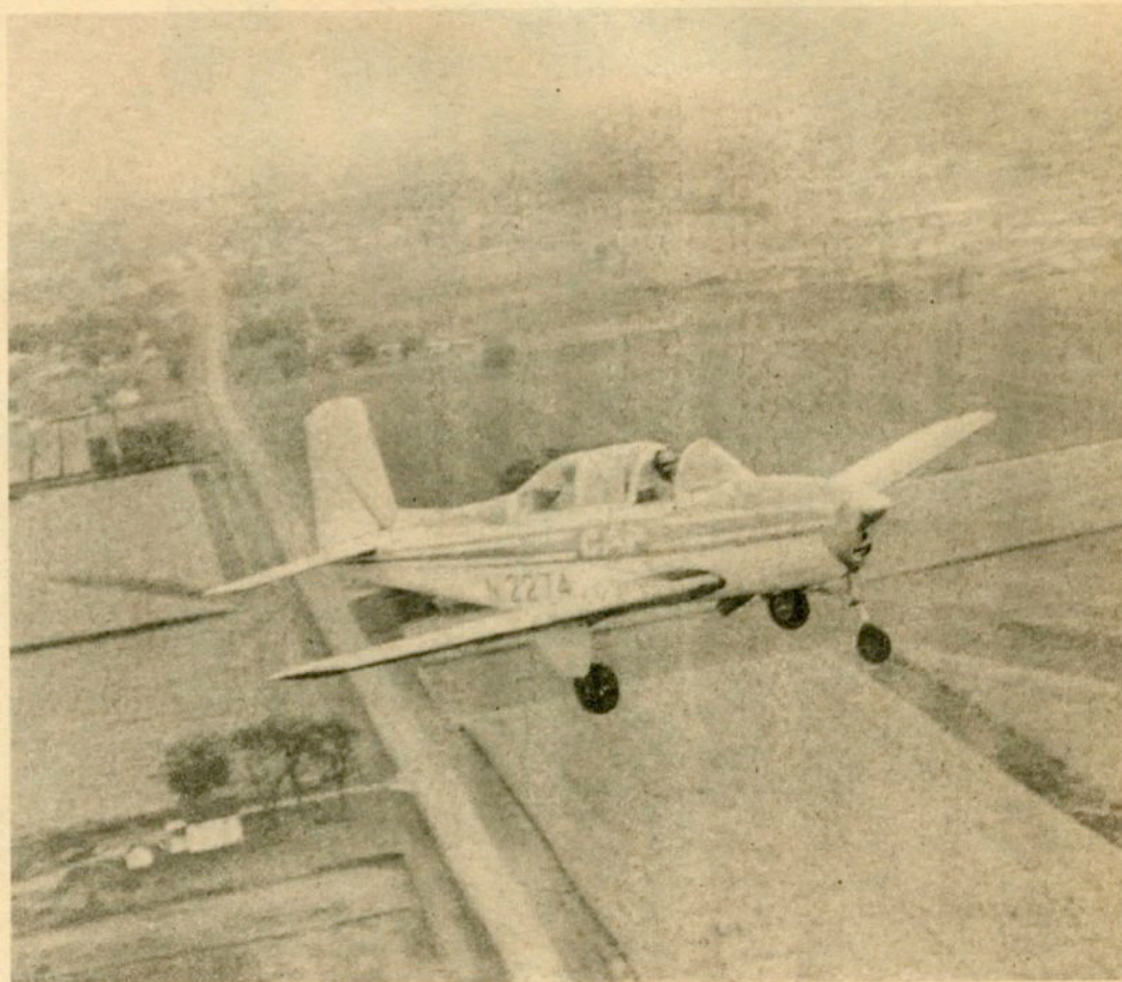
12,857 sorties. (A sortie is a single flight in which a CAP aircrew searches an assigned area.)

A total of 36,827 members were involved on these missions. These included pilots, observers, maintenance men, communications experts and search teams.

A summary of CAP search and rescue activities since 1961 indicates that Civil Air Patrol pilots have flown 3,042 air missions under ARRS supervision in that period. During this time, CAP flew 87,080 sorties for a total of 161,929 flying hours. The combined efforts of CAP military and civilian forces over the seven-year period have resulted in saving 900 lives and assisting 14,497 Americans threatened by danger.

Civil Air Patrol air operations during 1968 ranged from flying mercy relief missions and searching for missing pilots to aiding communities stricken by floods, hurricanes and other natural disasters. These involved search missions for downed aircraft and missing persons, emergency evacuation of critically ill or injured persons, and airlifting human blood to save lives.

Some 4,600 light aircraft, all but 828 of them privately-owned, are flown by senior members on search and rescue missions and in training missions in support of Civil Defense.



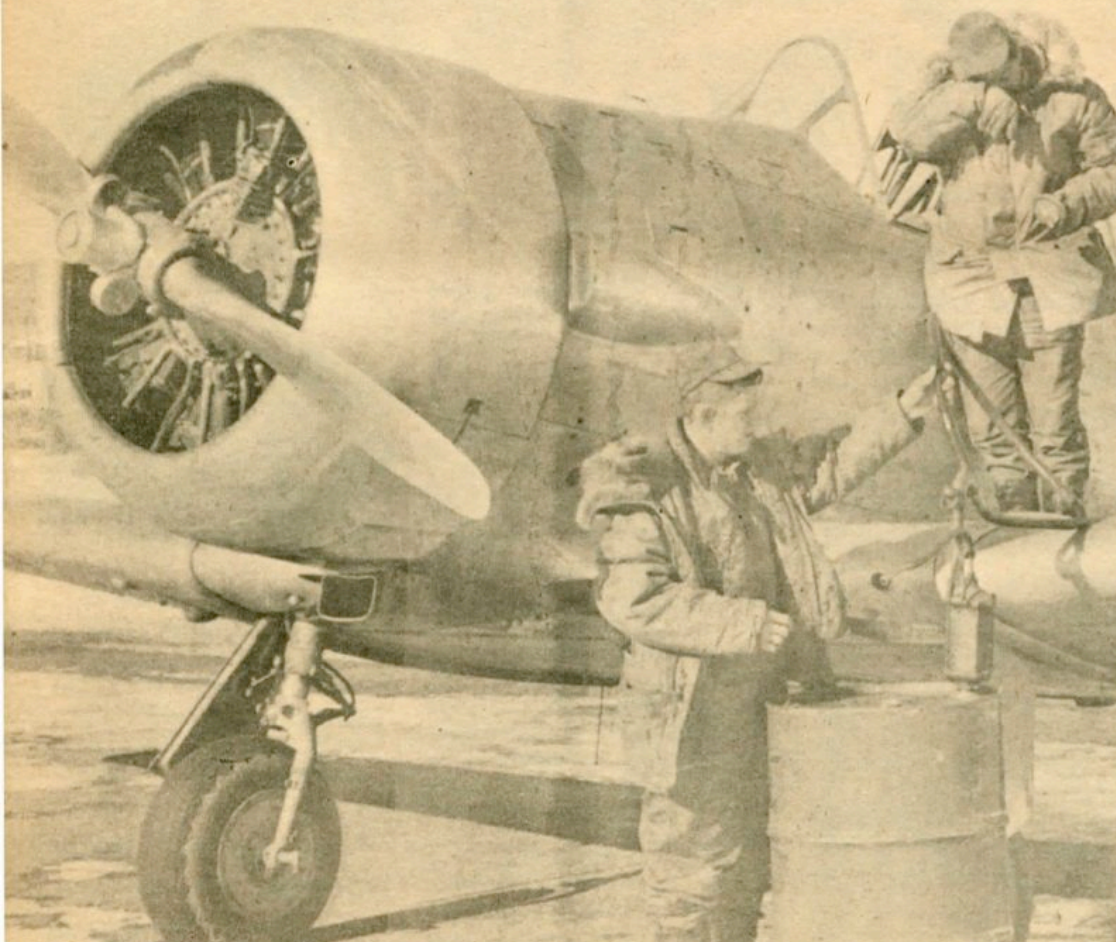
**AIR ARM IN ACTION**—Some 6,978 aircraft (man-days) logged more than 24,345 flying hours in conduct of 412 search and rescue missions during 12,857 sorties in 1968.



# At Least 47 Lives Saved



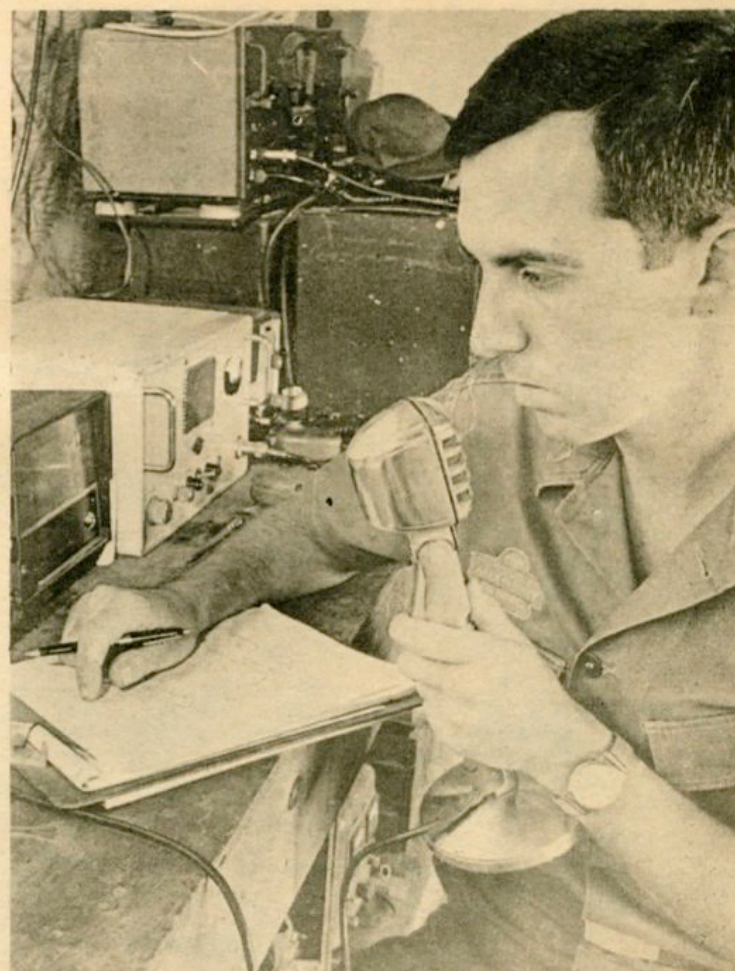
**OPERATION AIR DROP**—Assisting active duty Air Force personnel in massive search and rescue missions draws top priority in CAP. Here bales of hay are dropped from an Air Force plane during heavy snow which blanketed the Southwestern portion of the United States, leaving hundreds of persons and uncounted livestock stranded without food and medical care.



**UNFAVORABLE CONDITIONS**—Weather did not always cooperate with support personnel. In many instances, especially during the winter months, Civil Air Patrol ground personnel voluntarily worked in sub-zero temperatures and in blinding blizzard conditions such as those recently experienced in Oregon.

## 1968 Honor Roll of Saves

WING	MISSION NO.	DATE	SAVES	CREDITED TO:	UNIT
Pa.	E-27	3-20-68	1	Hubert J. Waskovich Jr.	Cadet Sqdn. 203
Tenn.	E-60	7-2-68	1	Euclid R. Broyles	Tullahoma Cadet Sq.
Minn.	C-93	11-14-68	1	Gordon Nie	Bemidji Sqdn.
	C-90	11-11-68	1	Robert Anderson	Baudett Sqdn.
	C-57	8-10-68	1	Gerald Willett	Mantrap Sqdn.
	C-41	6-28-68	1	Gerald Quilling	Wg. Exec. Officer
N.D.	C-35	6-6-68	2	Duane Rau	Dakota Pilots Sq.
				Lloyd Seckerson	
				Edwin Lang	
N.M.	C-95	11-18-68	2	George Hankias	Albuquerque Sqdn. 3
	C-4	1-5-68	1	Capper MacAffee	Lindreth Sqdn.
Colo.	C-38	6-9-68	2	Ernest W. Scott	Gp. 7 Commander
Wyo.	C-3	1-4-68	2	John Johnson	Wg. Commander
				Maj. Duane A. Miller,	Wing LO
	C-29	5-10-68	2	Earl Preston	Natrona County
				Keith Flynn	Cadet Sqdn.
Alaska	A-59	3-15-68	1	Roy E. Hoyt	Kenai Sqdn.
	A-133	6-12-68	2	Peter Davidson	AFX Member
	A-161	7-5-68	2	Eugene E. Augustine	Clear Sqdn.
Calif.	W-216	11-3-68	2	Vern S. Dallman	Moffett Fld. Sr. Sqdn.
Nev.	W-211	10-30-68	1	Carl J. Lino	Elko Comp. Sqdn.
Ore.	W-250	12-30,31,	22	Ray E. Chase	Multnomah County
				James E. Chase	Sr. Sqdn. No. 1
				James Haugen	
				Willis Ranes	
				David Paulsen	
				Bruce Griggs	
				John R. Chase	
				Harold Bothwell	
				Sidney Cardwell	
				Quenton Moon	
				Mark Ryan	
				Fred Willmon	
				James Schlosser	
				Leonard Henson	
				Howard Osburn	
				Virgil Hutson	
				Walter Boon	



**COMMUNICATIONS ESSENTIAL**—This radio operator was among countless thousands around the nation who provided the essential radio network between search centers and searchers. Some 5,648 mobile units and another 5,653 fixed stations were utilized during missions in 1968.



# CAP Aids CD In Rural Alert Test



Story and Photos  
By TSGT. JOHN LYONS, USAF  
Information Technician

MAXWELL AFB, Ala.—High in the skies over Alabama, a Cessna 172 airplane with a circular blue seal insignia on its tail banked to the right and dropped to an altitude of 500 feet for a low level run. On the ground a group of monitors watched its approach with more than casual interest.

Suddenly the high-pitched whine of a police siren pierced the silence of the peaceful rural Alabama community, drowning the noise of the approaching airplane. In a moment, the siren ceased and a voice announced: "This is a Civil Defense equipment test exercise . . ."

A man detached himself from the group of watchers and pointed a sound-tracking device skyward, following the flight of the airplane. After an hour of sound-tracking the airplane at various altitudes, S. R. Maple, Alabama Civil Defense communications officer, nodded his approval and a Civil Air Patrol communications man, in voice contact with the airplane's crew, terminated the mission.

CAP's Alabama Wg. which provided the light plane had achieved another milestone in providing a new alert system for the American public by helping Civil Defense with the test. As a result of the tests, CD officials are considering putting this alert system into operation nationwide to alert rural communities.

The specially-fitted Cessna was equipped with a police siren linked to its inter-communications system which piped the high-pitched whining sound

through two speakers attached to its landing gear.

Piloting the plane on these test runs was CAP Maj. J. Overton with CAP Capt. Jim Upton as co-pilot, both of Squadron 34, Birmingham. Air Force Maj. Alton L. Hilton,

CAP-USAF's emergency services chief, ran the siren and voice tests.

The overall test was directed by J. Frank Manderson, Civil Defense director for Alabama and Air Force Col. Lemuel H. McCormack Jr., CAP-USAF

deputy chief of staff for operations. Taking part in the tests as monitors were CD officials, CAP communications men and representatives of the Federal Sign and Signal Co., the firm which makes the sirens and device being tested.



TEST READING—S. R. Maple, Civil Defense official, takes reading of a sound testing device as CAP Cessna 172 flies overhead.



CIVIL DEFENSE TEST—Flying a series of test missions in this Civil Air Patrol Cessna 172 of the Alabama Wg., CAP members tested a new rural alert system for Civil Defense recently. The aircraft was equipped with a police siren linked to its communications system which piped the sound through two speakers attached to the landing gear. CD is considering use of aircraft so equipped to alert rural communities nationwide in case of impending disaster conditions.

## Civilians Take Over For Day

### Flight Safety Confab Held At Luke

By CWO JOHN ENGLISH  
Group III, Arizona Wg.

LUKE AFB, Ariz.—This base was closed recently to military traffic as civilian pilots of the area took over for one day.

Purpose of the closure was to

give the flight safety officers of the state's seven flying installations an opportunity to brief civilians on the dangers inherent in flying over the state's rugged terrain and near the high-speed jet airways used by the military; and to give the

professionals at air rescue an opportunity to teach flight safety and emergency procedures.

The meeting was sponsored by the Arizona Wg. of Civil Air Patrol; the Air Force Reserve 302nd Aerospace Rescue and

Recovery Sq.; and Western Air Rescue's Detachment 15 from Luke.

The first civilian planes arrived shortly after dawn and came from as far away as California. On landing they followed military procedure and were escorted to tie-downs by the standard "Follow Me" jeep.

Static displays set up around the marshalling area included new civilian aircraft, military and CAP-ARRC-WARC rescue planes and survival equipment.

The morning portion of the session was devoted to safe flying in the military airspace over the state. The afternoon was given over to the procedures to follow in the event pilots were the object of air rescue efforts.

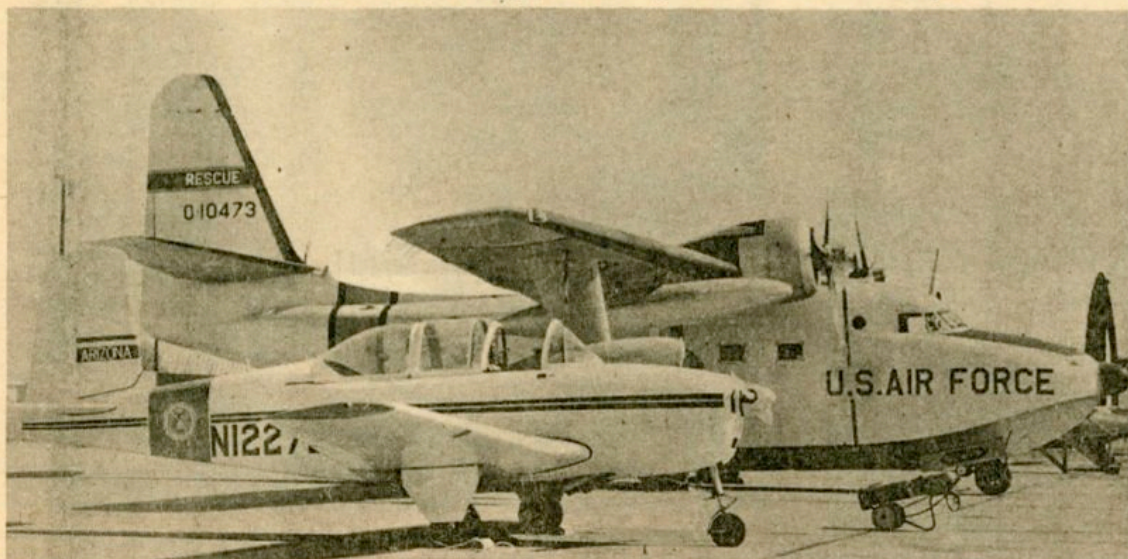
The meeting, seven months in the planning, was the result of a conference between the Luke flight safety officers and members of CAP's Group III who were concerned over the increase of reported near-misses near various military bases.



GEORGIA COMMANDER—Col. James E. Carlton has been named commander of the Georgia Wg. He succeeds Col. Theodore Limmer Jr. Colonel Carlton has been active in CAP for 18 years.

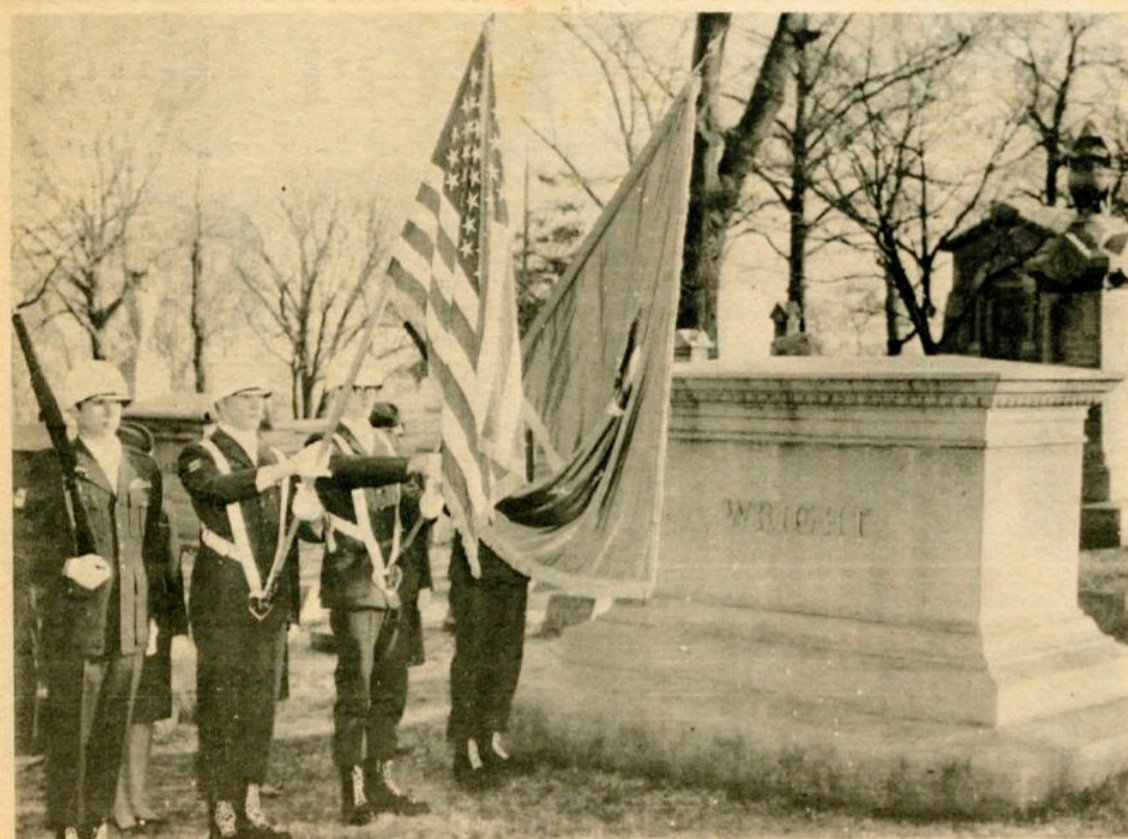
## Evanston Sq. Holds Practice Mission

EVANSTON, Ill.—Seventeen cadets and four seniors of the Evanston Cadet Sq. participated recently in a practice search and rescue mission at the Illinois Beach State Park, Zion, Ill.



BIG DIFFERENCE—An Albatross of the 302nd Aerospace Rescue and Recovery Sq., Air Force Reserve, almost overshadows the T-34 search plane of Squadron 309, Arizona Wg. of CAP. The planes were part of a display at Luke AFB, Ariz., during a flight safety meeting. A few weeks earlier the two planes were side-by-side in the air on a search mission for a downed pilot.





**HONOR FOR WRIGHTS**—Civil Air Patrol cadets of the Dayton-Gentile Comp. Sq. form color guard positions near the grave of the Wright brothers at Woodland Cemetery, Dayton, Ohio, prior to wreath-laying ceremonies marking the 65th anniversary of powered flight. A detachment of 10 cadets participated in the ceremony under the direction of CAP Chaplain (Capt.) Ed McMillan. Members of the honor guard are Cadets Garey Tool, Joe Welles, Jack Ravine, and Don Rheinhard (face hidden). Wreaths were placed at the grave site and at the Wright Brothers Memorial near Wright-Patterson AFB by Col. John Macready (USAF-Ret.); by Mrs. Harold Miller and Horace Wright, niece and nephew of the Wrights; and by Allen Andrews, representing the Dayton Chamber of Commerce.

## Air Force Aids GIs To Happier Holiday

TAN SON NHUT (7th AF)—Some 700 U.S. Army soldiers from units around the Tay Ninh City area had a merrier holiday season, thanks to the Air Force.

The troops, who very seldom have any type of entertainment, were airlifted by the Air Force's 19th Special Operations Sq. to Ou Chi to see the Bob Hope Christmas show.

"This is really great," remarked one specialist fifth class as he waited to board the Tan Son Nhut based C-123 Provider for the 20-minute flight. "It isn't often that we get a chance to see a show up here," he said.

"The Bob Hope show is the highlight of the Christmas season over here," added another trooper. "The guys in my outfit had been thinking about seeing the show but didn't think it was really possible. But the Air Force came through and we got to see it."

The idea to bring the soldiers in from the field originated in the Army Personnel Services

office at Cu Chi. They contacted the Air Force who agreed to transport the men to and from the annual affair.

With the assistance of a ground controller team from the 834th Air Division, the Provider crews began the shuttle flights Dec. 27th from the small Tay Ninh airstrip. By early afternoon all the troops who could possibly be spared from their units were in Cu Chi.

Joining a crowd numbering well over 15,000, the soldiers screamed with delight at Hope's jokes and antics. The girls in the troop, headed by Ann Margaret, captured the men's hearts.

"It was well worth all the waiting in the sun," one sergeant said. "Most of the guys didn't know they were coming until this morning. Our CO came and told us to be ready in ten minutes to go to Tay Ninh if we wanted to see the show. And we were ready."

The shuttle run on the return flights was completed late in the night.

### Only CAP Squadron To Do So

## National Capital Wg. Unit Meets in Pentagon

By PATRICIA CHILDS  
Information Officer

WASHINGTON—it began eight years ago. Capt. Alan Sperling, then commander of the Wheaton-Silver Springs Cadet Sq. of Civil Air Patrol started it.

"We must do something that no other squadron in CAP has ever done," he said, so he arranged a meeting in the Pentagon for cadets in the squadron, the meeting being held Dec. 26, 1961. The practice has continued since then with the present commander, Lt. Col. Charles X. Suraci Jr., carrying on the practice.

The first meeting was held in the office of Lt. Col. Donald Peck, USAF, with 10 cadets present. Colonel Peck was the liaison officer in the Pentagon for CAP.

In 1962, 16 cadets again met in Colonel Peck's office. In 1963 arrangements were made for the cadets to meet with a general officer. Maj. Gen. Curtis Lowe, Chief of Staff for Reserve Forces, met with 20 cadets.

In 1964 and 1965 the group met with General Lowe again and grew in numbers. In 1966 and 1967, the group met with Maj. Gen. Richard Abbey with 30 present.

In 1968, 27 were present for the meeting with Maj. Gen. Thomas E. Marchbanks Jr., USAF, Chief of Air Force Reserve. The group met in a Pentagon conference room.

The squadron began preparing for the meeting three months in advance. At the conference, each section of the squadron is discussed—what has been done and what can be done better. All members talk of plans for the ensuing year.

The squadron was the first in Civil Air Patrol history

to meet in the Pentagon. They have broken their own record each year since.

In the past 10 years, the squadron has produced 36 Billy Mitchell Award winners. Since 1962, 24 cadets have been chosen for special activities. Since the present cadet program started, the squadron has produced 12 cadets who won the Amelia Earhart Award.

The squadron is the only unit ever to be in the top ten for information work for three years straight in the National Capital Wg. of which it is a unit.

"I am very proud of our record," Colonel Suraci said. "I try to serve everybody and I think this is the name of the game so far as a squadron commander is concerned."

"I am looking forward for the 10th year back in the Pentagon," Colonel Suraci added.

The squadron meets at the Silver Springs YMCA. The YMCA serves as Sponsor Committee for the unit.



**PENTAGON MEETING**—Present at the Pentagon meeting of the Wheaton-Silver Springs Cadet Sq. were the following: From left, seated: Lt. Col. John Bridges, USAF; Capt. Laurence L. Olson, CAP; Lt. Col. Charles X. Suraci Jr., CAP, squadron commander; Maj. Gen. Thomas Marchbanks, USAF; Lt. Col. Edwin Taylor, USAF; Maj. Harold Vettie, USAF; Cadet Diana Sauble. Standing: WO Frederick Dickson, CAP; Cadets Richard Delaney; Leigh D. Johnson; Al Winborne; Eugene Saltz; Hugh McCall; James Jeffery; Robert Peard; Mark Scheiner; Thomas Forbes; Thomas Zeiglar. Back row: William Witherall; Raymond Lessans; Dennis Sauble; Raymond Hanson; Frank Youmans; and Larry Stottiemeyer.



## Communications Class Scheduled for Cadets

MAXWELL AFB, Ala.—A new communications electronics course for Civil Air Patrol will be held for the first time this year, according to Maj. Gen. Walter B. Putnam, national commander.

The course will be presented at Keesler AFB, Miss., site of an Air Force electronics school. The first class, to run for two weeks, will consist of 16 cadets.

Purpose of the course is to acquaint CAP cadets with present-day concepts in design of modern electronics equipment and systems used in

the military and to further motivate them toward careers in the electronics field.

The course is part of CAP's special summer activities program for its cadets.

The class will provide for concentrated classroom study, tours and practical applications on the latest types of military electronic communications equipment and systems. Daily activity schedules will provide time for on and off base recreation.

The course is open to both male and female cadets.

Prerequisites for enrollment include the following: Must be 16 years of age by July 1; must possess an FCC Restricted Radio Telephone Operator Permit and a CAP Radio Operator Proficiency Card; must have served as a communicator in one CAP operational or other type mission.

Those possessing an FCC Amateur Radio License or who are enrolled in an accredited electronics course will be given priority consideration for selection.

## SE Region Group Meets At Maxwell

MAXWELL AFB, Ala.—Communicators of Civil Air Patrol's Southeast Region held a one-day conference Jan. 18 here at National Headquarters. Air Force Col. Omer L. Cox, chief of staff/CAP-USAF, stressed the vital role of communications in support of CAP emergency services as he opened the meeting.

"Significant progress has been made by the region in two areas," he told the conferees. "Equipment modernization showed an increase of 500 percent in the number of stations, and a closer working relationship with Civil Defense counterparts have resulted in strengthening joint plans and operations."

Air Force Maj. C. L. Crabtree, director of communications at CAP National Headquarters, told of the new two-week communications course for cadets to be held in July at Keesler AFB, Miss.

The conference discussed plans for a national CAP communications test and problems involved in attempts to integrate CAP communications with other public service agencies during emergency service missions.

Some 50 representatives were present from the region which is composed of the states of Mississippi, Tennessee, Alabama, Georgia, Florida, and Puerto Rico. CAP Lt. Col. William R. Hill, director of communications for the region, presided.



RESCUE BY LITTER—The Brushbusters, shown here practicing, used gear like this to rescue 86-year-old woman in recent blizzard in Oregon. The woman who lived alone was brought down from her home on a cliff with the use of the basket.

## Blizzard Hits Oregon

(Continued From Page 1)

Walter Boone.

"When you went out on one call and you made it to the place and checked it out," members reported, "sometimes they weren't as bad as we had thought. But the trip wasn't wasted. We checked on every house in that area." It was fortunate that they did. In many cases, they found people in dire need with no way of calling for help.

Members of the squadron were involved in carrying emergency supplies of drugs and food to many homes. In other cases, people needing hospitalization and litter cases would be evacuated to hospitals or other places of safety.

In some cases, husbands were marooned at their place of work and in others, people needed at hospitals and similar emergency facilities were unable to get there.

Mrs. Eva Chase, wife of the squadron commander, along with the wives of other men involved in the rescue effort, kept the coffee and food hot for those returning from the bitter cold. Some men worked 12 and 18 hours without a break—and a few as much as 30 hours. Some of the personnel worked a shift at rescue work after a regular working day at their jobs.

A radio unit was set up in the Chase living room with the antenna secured to the protected side of the house. The home came to resemble a kind of Grand Central Station, those at the scene said, with streams of people moving in and out with assignments, messages, reports, food parcels, medicines and survival gear.

A partial thaw and re-freeze midway in the week brought on greater peril for people in isolated areas with telephone and electric lines down, no fuel on hand, and the ice bringing its own danger.

CAP members during this period helped evacuate people stranded without heat or food,

picked up and delivered medicines, brought sick people to hospitals, and help tow out stalled vehicles. Schools and churches were used in some instances as shelter centers.

One woman and her 11 children were evacuated to shelter after having been without food for four days.

CAP members reported that they "delivered a staggering amount of medicine and food packets to isolated families." In some cases, rescue teams found it necessary, literally, to crawl over the treacherously icy ground, dragging the medicine and food parcels along with them.

In one instance, an 86-year-old woman who lived alone, in a tiny house on a bluff, was brought out with a litter basket. The stairs to her home were ice-covered and useless and it was necessary to chop foot and handholds in the ice up to her home.

Setting up the lift equipment took some time but the actual rescue required only 15 minutes.

One of the problems was persuading her to permit the crew to place her in the cable-operated rescue basket. "It was quite a surprise," she said when it was over, "to go tobogganing at my age."

She had been isolated for five days without food and only a tiny electric hotplate for heat.

The last period of the emergency, finally ending Jan. 5, was brought on by a thaw and flooding conditions.

Some 22 Brushbusters participated in the series of emergency missions, along with nine members of other units. In addition, several cadets who made it to Major Chase's home assisted with communications and record-keeping.

Eleven emergency vehicles and one bus were utilized along with nine mobile radios and two base stations.

During the seven-day period, at least 300 persons were helped

to safety. CAP members answered more than 350 calls for help, delivered through the sheriff's department. In addition, CAP members checked many other homes and isolated sites which had no contact with the outside and no means of calling for help.

In addition to the 26 listed as "saves," the sheriff's department gave Civil Air Patrol credit for much more. "We feel," a spokesman said, "that many more lives would have been lost from freezing to death had these men not been able to reach them in time and to provide the needy with food and help and evacuation when necessary."

## Crash Kills 3 Persons, One Saved

RENO, Nev. — Civil Air Patrol and the U.S. Air Force recently have been credited with saving a life after a Cessna 210 crashed about 17 miles east of Wells, Nev.

The Nevada Wing was cited along with airmen assigned to Hill AFB, Utah, and Hamilton AFB, Calif., for rescuing Mrs. Dorothy Schvaneveldt from Pequop Mountains after she had spent one night in freezing temperatures at the 7,000 foot level.

Three other persons, including Mrs. Schvaneveldt's husband, Dale, 42, died in the crash. Also dead are Mr. and Mrs. Marion F. Bell. Mr. Bell was reported to have been the pilot aboard the ill-fated aircraft enroute from Logan-Cache Airport to San Francisco.

Three wings of Civil Air Patrol, California, Utah and Nevada, joined in the search for the missing aircraft.

## Hq. COMD Officers Visit P.R.

SAN JUAN, Puerto Rico—Col. William C. Moore, Chief of Staff of Headquarters Command (Hq. COMD), U. S. Air Force, recently made a staff visit to the Puerto Rico Wg. of Civil Air Patrol, the first since CAP-USAF came under this command.

Accompanying Colonel Moore were: Col. Richard A. Emmons, deputy commander for operations, 1001 Com. Wg., Andrews AFB; Lt. Col. P. R. Sieg, director of operations and training, Hq. COMD; and Maj. John W. Potter, chief of trainin, Hq. COMD.

They were greeted on their arrival by Col. Clara E. Livingston, wing commander, members of her staff and an honor guard composed of cadets from the Bayamon High School Cadet Sq. I.

Colonel Moore and his staff inspected the honor guard and then visited wing headquarters and the CAP-USAF liaison office.

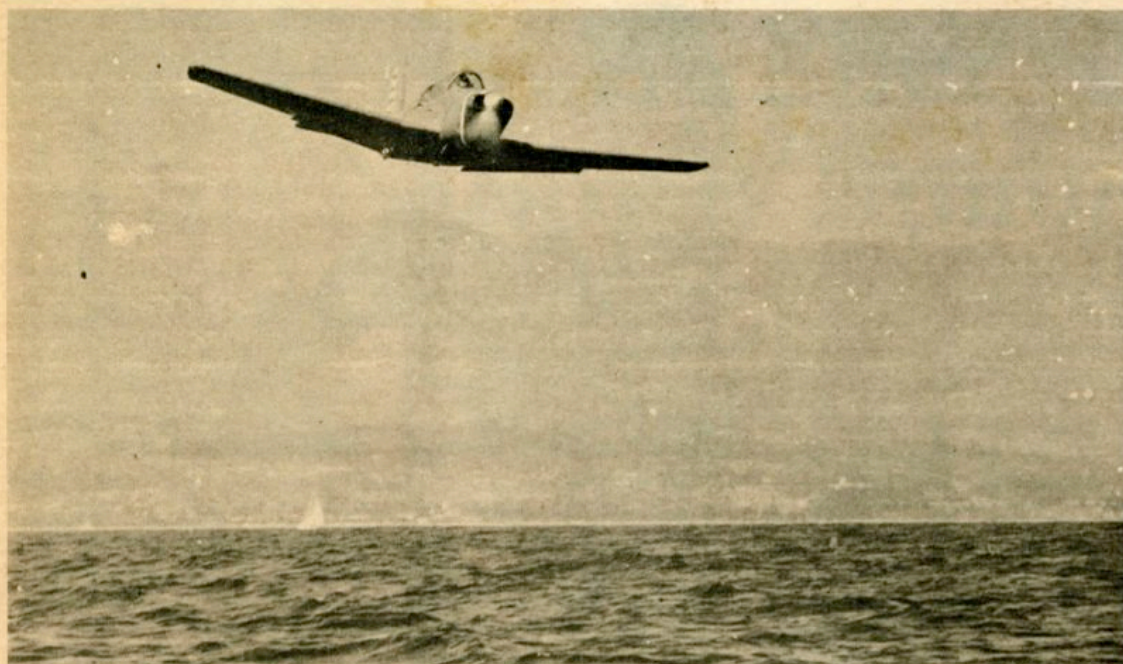
During the staff visit, a call for CAP assistance in an actual search was received. Six corporation and privately-owned aircraft joined in the hunt for an Air Force C-119. A ground search party located the craft, downed in a heavily forested area of El Yunque Mountain.

Colonel Moore and his staff appeared pleased with the visit and stated that they looked forward to their next visit to Puerto Rico.

## National E8 Team Adds 2nd Member

MAXWELL AFB, Ala. — The senior master sergeant team at National Headquarters, CAP-USAF, recently picked up its second member — SMSgt. Ertel F. McDonald, who sewed on his new stripe Dec. 1 Sergeant McDonald joins SMSgt. Gale E. Jefts, NCOIC, personnel section, to become the only senior master sergeants assigned to National. Sergeant McDonald is NCOIC, materiel branch.





**FAMILIAR SIGHT**—This air rescue plane with its bright markings has become a familiar sight to boaters and fishermen along a 30-mile section of the Pacific Coast in the neighborhood of Goleta, Calif. Members of Santa Barbara Comp. Sq. 131 of that community fly the plane on a "Sunset Patrol" on weekends and holidays during the summer months. The patrol, which has been received enthusiastically by boaters, is flown two hours before sunset to help those who may be in distress. Many boaters have commented on the "good feeling" it gives them to know the plane is flying for their protection. (See box below.)

## Alaska Unit Stages Successful Search

CLEAR, Alaska—Civil Air Patrol's Clear Senior Sq. recently completed its seventh successful search and rescue mission for the year 1968.

The last one of the year involved a hunt for two men who had been flying near Gold King Air Force Station. Two days overdue on their expected arrival, Alaska State Troopers were trying to contact one of them and notified the Clear squadron of CAP.

Mission commander Maurice L. Connor and Galen Calvert located the two, dropped a message and received an acknowledgment. They were rescued by Air Force helicopter the next day.



Since the acquisition by the squadron of a T34A Beechcraft search plane in July, 1967, the squadron has logged well over 400 flight hours on search and rescue missions.

Among the finds reported by the Clear squadron in 1968 were the following:

—Eugene Augustin and Edward Utti were credited with saving the lives of two persons who attempted to walk out from a downed Cessna 180, and the rescue of two other passengers.

—Tom Lamb and Galen Calvert found a missing PA-22 with two persons aboard.

—Eugene Augustin, after locating a Cessna 172 with Tom Lamb in the squadron's T34A, returned with Burton Arrestad, to evacuate passengers.

—Robert Nichols sought and found Burton Arrestad and a passenger overdue from their flight plan, on the shore of Chandler Lake and evacuated them.

—Tom Lamb and Susan Mims, in the squadron plane, located a plane wrecked on the bush strip at California Creek and directed an Air Force helicopter to the crash site.

—Galen Calvert and Jim Edwards, flying their Bellanca 260, helped hunt for a Tripacer which was located upside down on the Iditarod River.

In addition to its search and rescue operations, the Clear squadron performed four emergency air evacuations in the last five months of 1968:

—Norman A. Johnson was evacuated from Clear Air Force Station to Fairbanks by Galen Calvert for an emergency operation.

—At the request of her doctor, Miss Erika Anderson was flown to Fairbanks by Maurice L. Connors.

—Galen Calvert flew Norman Davey to Bassett Army Hospital in an effort to save his life.

—Calvert also flew Mrs. Davis Fosmark to Fairbanks for emergency treatment.

Total evacuations for 1968 were seven.

In addition to air missions, the Clear squadron helped in a number of other emergencies during the year.

## Seven Agencies, CAP Participate In Calif. Search

SANTEER, Calif.—Eight different agencies, including the California Wg. of Civil Air Patrol, took part in a successful hunt recently for a PA-28 with three persons aboard. The search was in the San Diego section.

CAP utilized 33 aircraft, 35 pilots and 21 observers in the six-day hunt. There were 16 cadets and 25 seniors involved as ground personnel. Four vehicles, 19 land radio stations and six mobile units were used.

## In Arizona Area

### Nine-Day Search Proves Fruitless

TUCSON, Ariz.—The Arizona Wg. of Civil Air Patrol spent nine days over the year's-end in a fruitless search for a Cessna Skyland missing on a flight from Tucson bound for Nogales.

The plane was flown by George Braunston, 45, owner of a produce company with offices in Los Angeles and Nogales. Weather Bureau and Flight Service personnel reportedly warned him of the weather in the direction he planned to fly and he is reported to have told a friend at the airport that he "wanted to see what it looked like."

He filed no flight plan but asked a friend to meet him at his destination. The friend figured he had returned to Tucson and did not check on him until the following morning. Braunston was last reported by the tower operator three minutes after take-off. The report was that

Braunston was flying at 4,000 feet and heading south.

Searches were conducted along an area 120 miles wide from 30 miles north of Tucson toward Nogales and down into Mexico as far south as Hermosillo. The Hermosillo Aero Club assisted in the hunt in Mexico.

Many reports were received from persons who said they heard an aircraft that night at the time Braunston could have been in the area but there were no positive sightings and the search was suspended Jan. 5.

More than 150 CAP senior personnel and 40 cadets were utilized in the search, 126 of them being pilots and observers. Forty aircraft were used. Radio communications were kept between Tucson, Nogales, Phoenix and five mobile units. A mobile unit was set up on Mt. Lemmon to facilitate reception.

### THANKS, 'SUNSET PATROL'

NOTE: The following letter was received by Santa Barbara Comp. Sq. 131, thanking it for the squadron's "Sunset Patrol." The patrol checks on small boats along the coast on summer weekends and holidays. (See photo above.)

Sunset Patrol  
Box 582, Goleta, Calif.

On behalf of my wife and myself we would like to thank you and your wonderful efforts and for thought in forming such a much needed rescue operation.

It's hard to think what might have happened to our son and his friend, who might have drifted all night and had complete destruction, had it not been for your alertness in seeing them from the air, adrift five miles at sea in their helpless craft.

I have talked to my friend's father, Mr. Al Graf, who would also like to extend his thankfulness to you and your patrol.

In this day and age with so many small boats and crafts at sea, I believe this is a most needed service. Thank you once again from a grateful father.

Larry R. Dunkley  
Santa Barbara.

## Texas Wg. Ends Year On Happy-Ending Note

ELLINGTON AFB, Tex.—The Texas Wg. of Civil Air Patrol began the New Year with a search mission which ended happily.

The incident began at 11:54 p.m. on New Year's Eve with a "Mayday" call from a Piper Cherokee over Central Texas. "Engine out and on fire!" pilot Ken Fulcher of Dallas reported. "Coordinates 85 degrees Bryan VOR, 150 degrees from Leona VOR."

An excited female voice in the background indicated that the pilot was not alone on his flight from Houston to Garland, Tex.

Lt. Col. William R. Brady, commander of Texas Wg. Group 13, was told of the mishap at 45 minutes after midnight and

Texas first REDCAP of 1969 was on.

With the pilot's excellent data, mission planning was well under way when the call came at 2:15 a.m.: The plane and its six occupants had landed without a scratch in a field near Shiro, Tex., less than 10 miles from the reported coordinates.

The final REDCAP of the year for the Texas Wg. involved a search for a plane missing on a flight from Hattiesburg, Miss., to San Antonio, Tex., on Dec. 30. The flight was made without a flight plan in marginal weather.

CAP units from Mississippi and Louisiana were involved with Texas Wg. being called in on Jan. 3. The search was finally suspended on Jan. 6 with negative results.

## Hawaii Wg. Rescue Team Reaches Plane Wreckage

HONOLULU, Hawaii—A Hawaii Wg. rescue team, commanded by Capt. Herb Santos, reached the wreckage of a Cherokee 6 here recently, after a nine-hour climb over 13 waterfalls, ranging in height from 20 to 85 feet, in a rugged area of Maui Island.

The team reached the wreck site in late December, positively identifying the plane as one which was lost in September and ending a search which spanned 14 weeks.

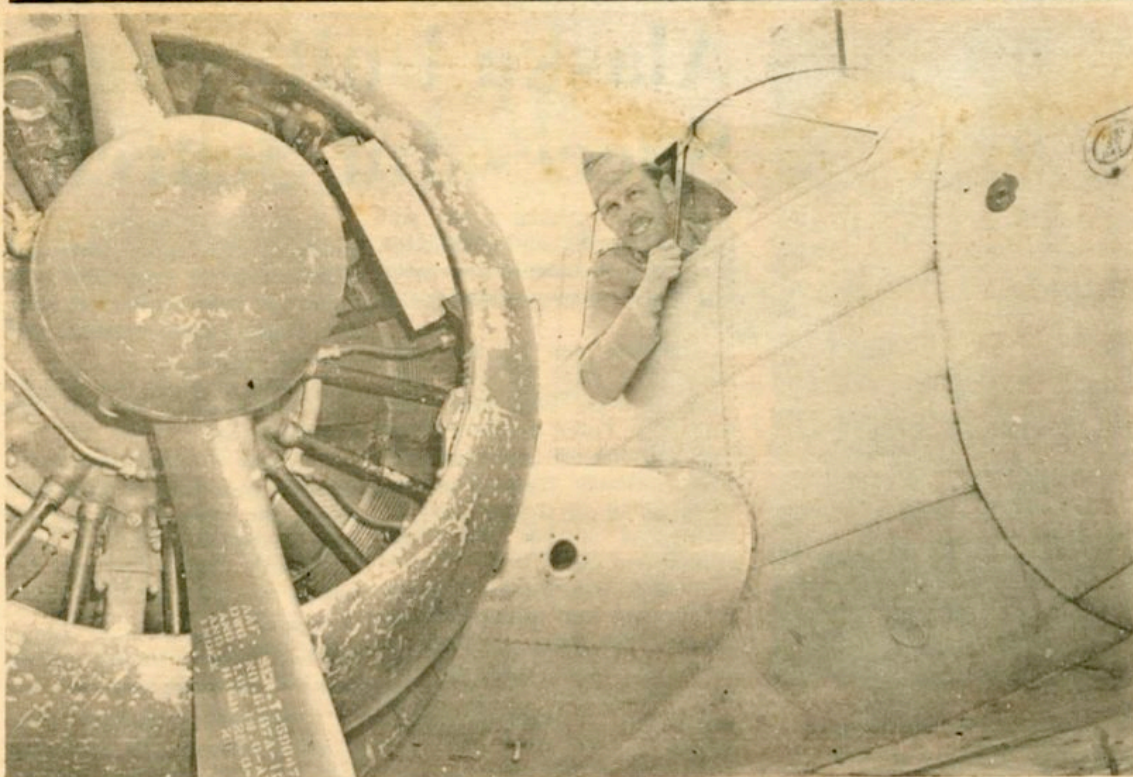
The original search mission was suspended after a week's time with negative results but

CAP pilots continued the search on their own. The hunt paid off when Capt. Chuck Dawson and another pilot, on a routine flight, spotted the wreckage up a steep canyon.

Air and ground teams checked out the area but extremely rough terrain and increasing flow of water from heavy rains in the narrow canyon turned them back. Captain Santos was forced to turn back on one occasion when he had approached to within 100 yards of the crash scene.

The team finally reached the scene and brought out the victims of the crash.





**EARLY DAY CAP MEMBER**—Congressman Lester L. Wolff at the controls of a plane of World War II days. Then a major in Civil Air Patrol and a squadron commander, Congressman Wolff flew more than 70 anti-submarine patrol missions for CAP during the war. He is now Representative in Congress from New York's Third Congressional District and commander of CAP's Congressional Squadron.

## Early Day CAP Member Now Serves in Congress

The Civil Air Patrol member pictured on Page 1 is none other than Congressman Lester L. Wolff, Representative from New York's Third Congressional District and commander of the Congressional Sq. of CAP.

A native of New York City, Congressman Wolff, now a colonel in CAP, is a 1939 graduate of New York University. From 1939 to 1941, he was a lecturer in marketing at the university.

The Congressman then joined Civil Air Patrol and, during World War II, flew more than 70 anti-submarine patrol missions, flying out of Flushing, N. Y., and Atlantic City, N. J. In Civil Air Patrol he worked his way up from warrant officer to the rank of major and served as a CAP squadron commander.

In 1946, his aircraft made a save in spotting a sinking ship off Long Island. The aircraft crew directed the Coast Guard to the scene and all those aboard the ship were rescued before it sank.

In his work with CAP, Congressman Wolff helped with the first cadet exchange, along with Gill Robb Wilson, after the International Cadet Drill Competition in New York City.

He served with the Greater New York Training Gp. under Lt. Col. Cord Meyer, a member of the old Lafayette Escadrille.

From 1945 to 1949, Wolff was a faculty member at Collegiate Institute in New York. After that, he was in private business until he was elected to Congress in 1964. He was reelected in 1966 and again in 1968.

Congressman Wolff has long been active in philanthropic enterprises and as a Congressman has been a leader among those concerned with consumer affairs. He has introduced several important pieces of legislation on consumer protection.

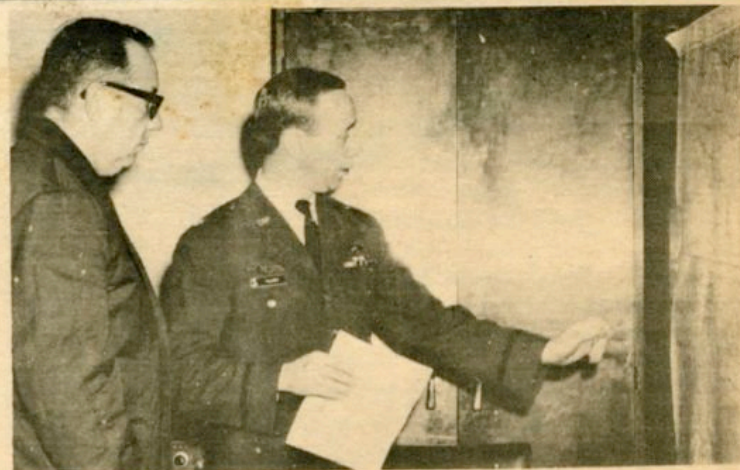
He is a co-sponsor of the Vietnam War Veterans' Benefit Bill. He has devoted constant

attention to the Vietnam situation, making five visits there at his own expense.

He is a co-sponsor also of the Medicare, Federal Aid to Education, and new immigration legislation. He now serves on the House Foreign Affairs Committee and has been on the House Committee on Banking and Currency and on the Committee on Science and Astronautics.

Congressman Wolff's most-recent activity in connection with CAP was the Congressional Squadron which he was instrumental in establishing. Former CAP National Commander, Brig. Gen. William W. Wilcox, commissioned him a colonel and appointed him commander of the squadron which is a unit of the National Capital Wg.

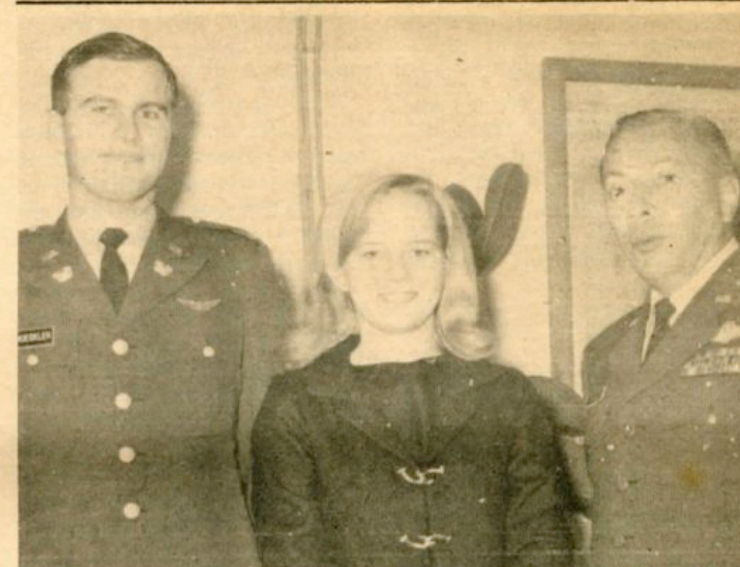
The Congressman, an Elk and a Lion, now resides in Kensington with his wife, the former Blanche Silver. They have a son, Bruce, a daughter, Diane, and one grandchild.



**GOVERNOR JOINS MISSION**—Mississippi Gov. John Bell Williams, left, is briefed by CAP Capt. Thomas Palmer during a recent REDCAP mission in that state. The governor joined one of the flights during the mission. Col. P. W. Burgemeestre and Lt. Col. Charles Smith, wing commander and wing information officer respectively, assisted with the briefing.



**BRUSHBUSTERS' JEEP**—Multnomah County Senior Sq. No. 1 used four-wheel-drive vehicles like this in their rescue efforts during Oregon's recent blizzard. The members, three of whom are shown here displaying the gear, used all their equipment and ingenuity during the seven-day emergency period. (See Story Page 1).



**HEADQUARTERS VISITORS**—U. S. Army WO James R. Schueckler and wife Judy take time out to pose with CAP-USAF staff officer Maj. Victor A. Mack. Major Mack was New York Wg. Liaison Officer when Schueckler and Mrs. Schueckler were both cadets in that wing. A Spaatz Award winner, Schueckler had just completed Army helicopter pilot training and was en route to Vietnam when he stopped for the visit with Major Mack.

MAYDAY

by JOEL BRAVO







**PRE-FLIGHT POINTERS**—Capt. Larry Grihalva, right, of Hamilton AFB's 78th Fighter Wing, shows Cadet James Luntzel how a Lockheed T-33 jet trainer is checked by a pilot before flight. Luntzel was among 25 Marin County Cadet Sq. 137 members who recently completed a two-day life-support-training course at that California installation. The course, same as Air Force pilots receive annually on the proper use of survival equipment in different types of environments, included lessons on use of parachutes, ejection seats and survival kits. While at Hamilton, the cadets were given orientation rides in the jet trainers.

## Alaskan Dining-Out Notes Anniversary

ELMENDORF AFB, Alaska—Elmendorf Cadet Sq. celebrated the 27th anniversary of Civil Air Patrol with its first "Dining-Out" in the Noncommissioned Officers Open Mess here.

One hundred twenty cadets and their guests attended the semi-formal dinner.

Col. K. D. Dunaway, vice-commander of the 21st Comp. Wg. presented the Amelia Earhart Award to Michael A. Swanigan, cadet commander, and the Billy Mitchell Award to

Larry C. Gray. Other cadets received the cadet Recruiter Ribbon and Clasps and the Communicators Badge.

Cadet Debbit Lemelin was named Honor Cadet of the squadron and will receive an orientation ride in an Air Force jet trainer.

The squadron, commanded by Maj. Darrell W. Zenk, heard guest speaker Maj. Norman B. Kamhoo, a helicopter rescue pilot, present a slide talk on his missions in Southeast Asia and Alaska.

## Non-Member Aids Group In Brooklyn

BROOKLYN, N.Y.—Teen-ager Leslie Shapiro is probably one of Civil Air Patrol's most active non-members, according to Brooklyn Group officials.

Shapiro, 14, who is a student at Lefferts Junior High School, devotes much of his spare time to performance of assorted chores for the local CAP unit. He serves as clerical assistant typing correspondence and performing other duties as required by group officials.

On several occasions he has helped the unit with photography requirements, taking publicity pictures and expediting their processing for mailing to news media.

The Brooklyn Group recently awarded young Shapiro with an honorary cadet certificate to note his support and assistance in Civil Air Patrol activities.

## Memorial To Honor Ex-Cadet

SACRAMENTO, Calif.—An annual flight scholarship has been established by Group 4 to honor Army Sgt. Bobby Clyde Snyder, a former cadet lieutenant with McClellan AFB Cadet Sq. 12.

Snyder was killed in Vietnam in December last year, a month after he had reported for duty as a member of a Green Beret unit.

According to his foster parents, Mr. and Mrs. J. C. Caldwell of West Sacramento, Snyder had enlisted in the Army in 1967 and was assigned to a Georgia unit for special forces training.

In a letter, written shortly after he had arrived in Vietnam, Snyder said that he had volunteered his free time to give medical aid to the children of a nearby village. He had appealed to his friends back in the United States to send cookies and candy for him to distribute.

Snyder's grandparents, Mr. and Mrs. Emmet Carey also reside in West Sacramento.

## Unit Leads Parade

HOLLYWOOD, Fla.—Members of the Hollywood Cadet Sq. recently led the Optimist Club sponsored Youth Appreciation Week parade through downtown Hollywood. The Pembroke Pines Optimist group noted the occasion with the parade and field day exercises in Broward County. The Civil Air Patrol unit formed the color guard and a marching unit for the affair.

## Cadet News Briefs

FROM AROUND THE NATION—In New Orleans, members of the local squadron recently conducted a joint fund raising campaign and recruiting program. About 100 guests and 50 members attended both events. . . . Down Florida way, the first runner-up trophy, awarded during the recently concluded state wing competition, was presented to Dade Group 22 commander Capt. Clayton J. Buholtz. Earlier, cadets under the direction of C/Col. Robert Anton, had captured the honor. . . .

Civil Air Patrol has truly become a household word in the Robert P. Isaac family of Juneau, Alaska. The former USAF major serves as commander of the Juneau CAP squadron while wife, Julie (an ex-Women Army Corps member), son Robert, and daughter Amy Kay are all members of that unit. Credit for the recruiting task goes to Robert, who is a cadet master sergeant. Says Mom, "If you can't beat 'em, join 'em." . . . Completing a recent tour of the USAF museum at Wright-Patterson AFB, Ohio, were members of the Montgomery Comp. Sq. of Roanoke, Va. They were flown to Ohio aboard an Air Force C-47, where the Air Force maintains the largest military aviation museum in the world. Outstanding exhibits include more than 100 aircraft and missiles, spanning to the period of Kitty Hawk to the present time. . . .

## 'Beauty' Honored

Here is a Texas tale: a cadet from Talon Flight in College Station was recently chosen homecoming queen of the A & M Consolidated High School. Terry Strawn, a five-foot-ten-inch brunette, was "pleased with his victory." It was the first time he had entered such an event, and the lad received flowers and crown at the school's annual Powder Puff football contest. . . .

Civil Air Patrol's Gen. Billy Mitchell Award was presented to two cadets of the Gen. Carl A. Spaatz Sq. in Boyertown, Pa. Lining up for the honor were Ted Allen Peider and Marian R. Deer. Daniel B. Boyer, vice chairman of the Unit Sponsor Committee, presented the awards during ceremonies held in the Boyertown Area Senior High School. . . . The tight competition for the post of chairman of the Missouri Wing Cadet Advisory Council has ended in Marshall, Mo. Winner: C/Capt. Gil Gibson of the Marshall Comp. Sq. Reports say it was nip and tuck all the way but Gibson finally got the bid over worthy opponent C/Capt. Thomas E. McCune. . . .

Thorough knowledge of CAP, military bearing and personal appearance recently paid off for two Orangevale, Calif., cadets. The pair, C/TSgt. Carol Miller and C/Lt. Col. Denesik, was named winners of the Zonta and Kiwanis' monthly award, respectively. Both were to receive trophies at a later date. . . . Two guys and two gals of the Lanham Cadet Sq. in Maryland were recently singled out for CAP awards. C/WO Margaret H. Cormack received the Billy Mitchell Award, while the Amelia Earhart award went to C/1st Lt. Timothy Brown, C/1st Lt. Jerry L. Leighty and C/1st Lt. Veronica Meade. Accomplishment is big step toward qualifying for many of CAP special cadet activities.

## Distaffer Promoted

Radio operator, glider pilot, and private pilot and now Marla Patterson can add the title cadet major. According to a report from Billings, Mont., she recently became the first distaff cadet member to be promoted to major. . . . Also from Billings came word that during the anniversary the Billings unit put up two CAP displays in high schools in the area. Total enrollment at both schools hovers near the 3,900 mark, giving CAP good exposure. . . .

Air-minded members of the Gen. Carl A. Spaatz Sq. in Boyertown recently tipped their hats to a U.S. Marine—SSgt. Grant P. Nunn who is enroute to Vietnam for a second hitch in the war zone. Nunn, formerly in charge of the squadron's color guard and drill team training during last year, was given a citation by the squadron. The veteran of more than 16 years service with the Marines was assigned to Reading, Pa., and aided the Boyertown unit in its activities before getting tapped for a second tour to Vietnam. . . .

## Ranger Unit Organized

A group of New Brunswick Sq. cadets have organized a Ranger unit for emergency services. Composed of high school boys, the New Jersey cadets are training in search and rescue operations, disaster control, first aid and survival techniques. The group is under the command of 2nd Lt. Frank Richichi and C/Maj. Alan Romajowski. . . .

An outstanding cadet of Clark County Sq., Gerald R. Porter, recently soloed under the ground and flight instruction of Capt. Robert Whitney of Sahara Sq., Las Vegas. Porter attended the missile education course at Chanute AFB, Ill. and has received the Billy Mitchell award. Porter is a 16-year-old who paid his own way in the flight training program and his ambitions include becoming a corporation pilot.



## Rockingham Unit Hikes Membership by 300 Pct.

ROCKINGHAM, N.C. — Rockingham-Hamlet Sq., Civil Air Patrol, recently completed an intensive cadet recruiting campaign.

The program, "Reaching For The Stars," aimed at increasing cadet membership in the squadron by 500 percent. The squadron had 10 active cadets at the start of the campaign. The drive succeeded in enlisting 30 additional cadets — a 300 percent increase.

Every feasible idea to promote CAP was used. Cadets represented the squadron at meetings of some eight civic organizations during a two-month period. Fair exhibits were prepared, posters placed, and press coverage provided. Rockingham High School heard talks by three cadets and films

were provided to explain CAP to the public.

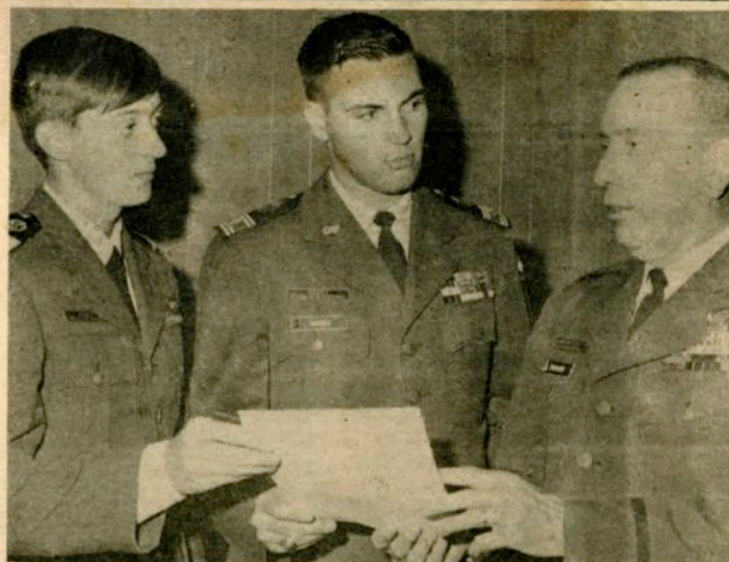
At the conclusion of the campaign, a celebration supper was held in Rockingham. Among those attending were the North Carolina Wing commander, Col. Ralph Cochrane, Earl Covington, mayor of Hamlet, a town near Rockingham, and G. R. Kindley, councilman of Rockingham who presented the mayor and the town.

Lt. Col. Virgil E. Bratton is squadron commander.

## Apollo 8 Gets Aloha From Cadets

HONOLULU, Hawaii—Forty-six cadets from the Hickam, Ewa Beach and Kokohead Comp. Squadrons assisted the Pacific Air Forces Honor Guard in welcoming the Apollo 8 astronauts on their arrival here following their historic moon voyage.

The cadets and the honor guard were posted side by side to ring the reviewing stand and the aircraft waiting to fly the crew to Houston. Colonel Borman, a former CAP cadet, expressed pleasure at the Cadet-PACAF Honor Guard combination.



TEXAS GATHERING—Col. Luther C. Bogard, right, commander of CAP's Texas Wg., discusses a problem with two members of the wing's Cadet Advisory Council at a recent meeting. From left, they are Cadets R. Brad Burger and Gary N. Barber. Other council members are Cadets Janet Prestridge and Douglas W. Manning.

## Harold Pluimer Gives Up Post In NC Region

MAXWELL AFB, Ala.—Harold P. Pluimer, Director of Aerospace Education for Civil Air Patrol's North Central Region, will resign in February to devote full time to lecturing and related activities.

Long one of the most sought-after speakers in the country, he recently published a book, *THE FRONTIERS OF OUR TIME* (New York, The Vantage Press, 1968), and is a frequent contributor to science, education and religious

periodicals.

His experience includes service with the National Aeronautics and Space Administration, the Atomic Energy Commission and the State Department. He also has served as a school teacher and school administrator.

He is a native of Minnesota and a graduate of St. Cloud (Minn.) State College and of the University of Minnesota. He served in both World War II and the Korean conflict.

## Allentown Medics Aid Guardsmen

LEHIGH, Pa.—Medical personnel of the Pennsylvania Wing of Civil Air Patrol recently teamed up with the state National Guard to keep American servicemen in shape to meet an emergency call for their services.

More than 150 guardsmen received typhus and cholera immunizations from Lt. Col. Charles Sell, medical officer for the CAP unit and Allentown physician. He was assisted by 1st Lt. Dorothy Hartman, a nurse member of the Allentown Medical Sq.

The vaccine was Army issue, and the guardsmen receiving it were assigned to the 3623rd Maintenance Co., under the command of Capt. John Vidumsky. Most of them reside in the Bethlehem and Lehigh area.

Many of the men are in what is called the "Selective Reserve Force." They must be prepared to meet any emergency and to move out on short notice, hence the need for the vaccinations.

Colonel Sell and Lieutenant Hartman went to Bethlehem to fill in when regular National Guard medical personnel were involved in another project.

### Lifetime Member Dies In Tennessee

MAXWELL AFB, Ala.—An early member of Civil Air Patrol, Col. James T. Granberry, died at his home in Tennessee in December.

Colonel Granberry served as National Finance Officer from 1952 to 1959 and was awarded a Life Membership in CAP at the National Board meeting in October, 1963.

# The Bookstore Corner

## NEW ITEMS AVAILABLE THROUGH THE BOOKSTORE

### CHEVRONS

#### CADET

GRADE	PER PAIR
1st Sgt	\$0.50
M Sgt	\$0.45
T Sgt	\$0.40
S Sgt	\$0.35
Sgt	\$0.25
A/1C	\$0.20
Amn	\$0.15

#### SENIOR (Male & Female)

GRADE	PER PAIR
M Sgt	\$0.65
T Sgt	\$0.50
S Sgt	\$0.45
Sgt	\$0.30
A/1C	\$0.25
Amn	\$0.20

#### REGULAR OR MINIATURE

RANK	PER PAIR
WO-1	\$1.25
WO-4	\$1.25
2d Lt	\$1.00
1st Lt	\$1.00
Captain	\$1.25
Major	\$1.25
Lt Col	\$1.25
Colonel	\$1.25

#### CAP DEVICES (Seniors)

OFFICERS	ENLISTED
Male	\$1.00
Female	\$1.00

### BREAST WINGS — CLUTCH BACK

Pilot	\$1.00
Observer	\$1.00

We are happy to announce that we can obtain name plates for members at a cost of \$1.00 each. These are the type authorized in CAP Manual 39-1. To obtain these at this price we must consolidate all of our orders on a weekly basis. Names will be submitted every Friday to the

manufacturer who will, in turn, mail plates directly to each requestor. Please allow two weeks for delivery from the time of submission of your order.